

# 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, Isle Of Man, Jersey, Leeds Bradford, Liverpool (John Lennon), London City, Luton, Manchester, Newcastle, Southampton, Southend, Stansted.

## Full and Summary Analysis

March 2018

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## **FOREWORD**

### **1 CONTENT**

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

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

### **2 ENQUIRIES**

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

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	44	0	6	2.0	40.0	18.0	10.0	14.0	4.0	0.0	0.0	0.0	0.0	12.0	16	95.7	4	70	
<b>TOTAL COPENHAGEN</b>			<b>44</b>	<b>0</b>	<b>6</b>	<b>2.0</b>	<b>40.0</b>	<b>18.0</b>	<b>10.0</b>	<b>14.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>16</b>	<b>95.7</b>	<b>4</b>	<b>70</b>	
ESBJERG	BMI REGIONAL	S	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	87.0	8	46	
<b>TOTAL ESBJERG</b>			<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>87.0</b>	<b>8</b>	<b>46</b>	
<b>TOTAL DENMARK</b>			<b>44</b>	<b>0</b>	<b>10</b>	<b>1.9</b>	<b>37.0</b>	<b>16.7</b>	<b>9.3</b>	<b>13.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.5</b>	<b>16</b>	<b>92.2</b>	<b>5</b>	<b>116</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	143	0	21	11.0	46.3	12.8	8.5	6.7	1.2	0.6	0.0	0.0	0.0	12.8	8	92.7	5	110	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>143</b>	<b>0</b>	<b>21</b>	<b>11.0</b>	<b>46.3</b>	<b>12.8</b>	<b>8.5</b>	<b>6.7</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.8</b>	<b>8</b>	<b>92.7</b>	<b>5</b>	<b>110</b>	
<b>TOTAL FRANCE</b>			<b>143</b>	<b>0</b>	<b>21</b>	<b>11.0</b>	<b>46.3</b>	<b>12.8</b>	<b>8.5</b>	<b>6.7</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.8</b>	<b>8</b>	<b>92.7</b>	<b>5</b>	<b>110</b>	
<b>GERMANY</b>																					
FRANKFURT MAIN	LUFTHANSA	S	90	0	5	9.5	40.0	25.3	9.5	6.3	2.1	2.1	0.0	0.0	0.0	5.3	11	88.1	7	118	
<b>TOTAL FRANKFURT MAIN</b>			<b>90</b>	<b>0</b>	<b>5</b>	<b>9.5</b>	<b>40.0</b>	<b>25.3</b>	<b>9.5</b>	<b>6.3</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>11</b>	<b>88.1</b>	<b>7</b>	<b>118</b>	
<b>TOTAL GERMANY</b>			<b>90</b>	<b>0</b>	<b>5</b>	<b>9.5</b>	<b>40.0</b>	<b>25.3</b>	<b>9.5</b>	<b>6.3</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>11</b>	<b>88.1</b>	<b>7</b>	<b>118</b>	
<b>ICELAND</b>																					
KEFLAVIK	FLUGFELAG ISLANDS(AIR ICELAND)	S	20	0	0	5.0	60.0	10.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	6	24	
<b>TOTAL KEFLAVIK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>60.0</b>	<b>10.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>6</b>	<b>24</b>	
REYKJAVIK	ICELANDAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1	
<b>TOTAL REYKJAVIK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42</b>	<b>1</b>	
<b>TOTAL ICELAND</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>60.0</b>	<b>10.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.0</b>	<b>8</b>	<b>25</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	82	0	6	11.4	39.8	29.5	4.5	5.7	0.0	0.0	1.1	1.1	0.0	6.8	15	87.9	5	66	
<b>TOTAL DUBLIN</b>			<b>82</b>	<b>0</b>	<b>6</b>	<b>11.4</b>	<b>39.8</b>	<b>29.5</b>	<b>4.5</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>6.8</b>	<b>15</b>	<b>87.9</b>	<b>5</b>	<b>66</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>82</b>	<b>0</b>	<b>6</b>	<b>11.4</b>	<b>39.8</b>	<b>29.5</b>	<b>4.5</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>6.8</b>	<b>15</b>	<b>87.9</b>	<b>5</b>	<b>66</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL MALTA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	145	0	17	4.9	46.3	29.6	4.3	3.1	1.2	0.0	0.0	0.0	0.0	10.5	5	79.9	11	144	
AMSTERDAM	KLM CITYHOPPER	S	120	0	0	5.0	57.5	21.7	7.5	5.0	2.5	0.8	0.0	0.0	0.0	0.0	9	96.7	2	90	
<b>TOTAL AMSTERDAM</b>			<b>265</b>	<b>0</b>	<b>17</b>	<b>5.0</b>	<b>51.1</b>	<b>26.2</b>	<b>5.7</b>	<b>3.9</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>7</b>	<b>86.3</b>	<b>8</b>	<b>234</b>	
<b>TOTAL NETHERLANDS</b>			<b>265</b>	<b>0</b>	<b>17</b>	<b>5.0</b>	<b>51.1</b>	<b>26.2</b>	<b>5.7</b>	<b>3.9</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>7</b>	<b>86.3</b>	<b>8</b>	<b>234</b>	
<b>NORWAY</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: ABERDEEN (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BERGEN	WIDEROE FLYVESELSKAP A/S	S	84	0	4	0.0	42.0	36.4	6.8	9.1	1.1	0.0	0.0	0.0	0.0	4.5	8	91.8	4	98
<b>TOTAL BERGEN</b>			<b>84</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>42.0</b>	<b>36.4</b>	<b>6.8</b>	<b>9.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>8</b>	<b>91.8</b>	<b>4</b>	<b>98</b>
OSLO (GARDERMOEN)	BMI REGIONAL	S	36	0	0	2.8	41.7	44.4	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	81.8	7	44
OSLO (GARDERMOEN)	SAS	S	41	0	4	2.2	31.1	28.9	20.0	6.7	2.2	0.0	0.0	0.0	0.0	8.9	13	74.1	10	54
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>77</b>	<b>0</b>	<b>4</b>	<b>2.5</b>	<b>35.8</b>	<b>35.8</b>	<b>11.1</b>	<b>6.2</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>13</b>	<b>77.6</b>	<b>8</b>	<b>98</b>
STAVANGER	SAS	S	99	0	8	2.8	45.8	24.3	6.5	8.4	3.7	0.9	0.0	0.0	0.0	7.5	12	91.5	4	106
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	74	0	10	1.2	53.6	31.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	11.9	2	95.0	2	120
<b>TOTAL STAVANGER</b>			<b>173</b>	<b>0</b>	<b>18</b>	<b>2.1</b>	<b>49.2</b>	<b>27.2</b>	<b>4.7</b>	<b>4.7</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>8</b>	<b>93.4</b>	<b>3</b>	<b>226</b>
<b>TOTAL NORWAY</b>			<b>334</b>	<b>0</b>	<b>26</b>	<b>1.7</b>	<b>44.4</b>	<b>31.4</b>	<b>6.7</b>	<b>6.1</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>9</b>	<b>89.3</b>	<b>5</b>	<b>422</b>
POLAND																				
GDANSK	WIZZ AIR	S	18	0	0	27.8	50.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	6	16
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>50.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
WARSAW (CHOPIN)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	18
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>8</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>50.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>88.2</b>	<b>7</b>	<b>34</b>
PORTUGAL(EXCLUDING FARO)																				
FARO	RYANAIR	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL FARO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SPAIN																				
ALICANTE	RYANAIR	S	18	0	0	11.1	33.3	16.7	11.1	11.1	5.6	5.6	5.6	0.0	0.0	0.0	32	66.7	25	18
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.7</b>	<b>25</b>	<b>18</b>
MALAGA	RYANAIR	S	18	0	0	22.2	33.3	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	3	20
<b>TOTAL MALAGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>3</b>	<b>20</b>
<b>TOTAL SPAIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>25.0</b>	<b>8.3</b>	<b>8.3</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>78.9</b>	<b>13</b>	<b>38</b>
SPAIN(CANARY ISLANDS)																				
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	11.1	27.8	33.3	11.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	19	87.5	4	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>4</b>	<b>16</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>4</b>	<b>16</b>
SWITZERLAND																				
GENEVA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	16.7	38.9	27.8	5.6	0.0	5.6	5.6	0.0	0.0	0.0	0.0	15	0.0	0	0
GENEVA	EASYJET SWITZERLAND	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	8	16
<b>TOTAL GENEVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.3</b>	<b>8</b>	<b>16</b>
<b>TOTAL SWITZERLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.3</b>	<b>8</b>	<b>16</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	57	0	4	0.0	50.8	27.9	1.6	9.8	3.3	0.0	0.0	0.0	0.0	6.6	8	100.0	0	62	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>57</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>50.8</b>	<b>27.9</b>	<b>1.6</b>	<b>9.8</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>62</b>	
BIRMINGHAM	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
BIRMINGHAM	FLYBE LTD	S	147	0	11	2.5	38.0	27.2	5.1	7.0	8.9	3.8	0.6	0.0	0.0	7.0	22	87.8	12	188	
<b>TOTAL BIRMINGHAM</b>			<b>147</b>	<b>0</b>	<b>11</b>	<b>2.5</b>	<b>38.0</b>	<b>27.2</b>	<b>5.1</b>	<b>7.0</b>	<b>8.9</b>	<b>3.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>22</b>	<b>87.9</b>	<b>12</b>	<b>190</b>	
BRISTOL	BMI REGIONAL	S	52	0	6	5.2	46.6	19.0	3.4	5.2	5.2	1.7	3.4	0.0	0.0	10.3	21	73.3	13	75	
<b>TOTAL BRISTOL</b>			<b>52</b>	<b>0</b>	<b>6</b>	<b>5.2</b>	<b>46.6</b>	<b>19.0</b>	<b>3.4</b>	<b>5.2</b>	<b>5.2</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>21</b>	<b>73.3</b>	<b>13</b>	<b>75</b>	
CARDIFF WALES	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	9	51		
CARDIFF WALES	FLYBE LTD	S	39	0	9	8.3	6.3	31.3	8.3	12.5	4.2	6.3	4.2	0.0	0.0	18.8	37	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>39</b>	<b>0</b>	<b>9</b>	<b>8.3</b>	<b>6.3</b>	<b>31.3</b>	<b>8.3</b>	<b>12.5</b>	<b>4.2</b>	<b>6.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>18.8</b>	<b>37</b>	<b>88.2</b>	<b>9</b>	<b>51</b>	
DURHAM TEES VALLEY	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.2	8	123		
DURHAM TEES VALLEY	FLYBE LTD	S	87	0	33	7.5	24.2	11.7	5.0	6.7	8.3	5.0	4.2	0.0	0.0	27.5	39	0.0	0	0	
DURHAM TEES VALLEY	LOGANAIR LTD	S	63	0	12	6.7	33.3	17.3	6.7	9.3	9.3	1.3	0.0	0.0	0.0	16.0	20	0.0	0	0	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>150</b>	<b>0</b>	<b>45</b>	<b>7.2</b>	<b>27.7</b>	<b>13.8</b>	<b>5.6</b>	<b>7.7</b>	<b>8.7</b>	<b>3.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>23.1</b>	<b>31</b>	<b>86.2</b>	<b>8</b>	<b>123</b>	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	97	0	4	12.9	37.6	23.8	6.9	8.9	1.0	4.0	1.0	0.0	0.0	4.0	17	75.5	13	102	
<b>TOTAL GATWICK</b>			<b>97</b>	<b>0</b>	<b>4</b>	<b>12.9</b>	<b>37.6</b>	<b>23.8</b>	<b>6.9</b>	<b>8.9</b>	<b>1.0</b>	<b>4.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>17</b>	<b>75.5</b>	<b>13</b>	<b>102</b>	
GLASGOW	LOGANAIR LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1		
GLASGOW	LOGANAIR LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>34</b>	<b>1</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	411	0	16	5.9	52.7	20.1	6.6	6.1	1.4	1.4	2.1	0.0	0.0	3.7	13	88.8	5	418	
HEATHROW	FLYBE LTD	S	151	0	9	26.9	33.8	18.8	5.6	3.8	4.4	1.3	0.0	0.0	0.0	5.6	10	85.3	5	34	
<b>TOTAL HEATHROW</b>			<b>562</b>	<b>0</b>	<b>25</b>	<b>11.6</b>	<b>47.5</b>	<b>19.8</b>	<b>6.3</b>	<b>5.5</b>	<b>2.2</b>	<b>1.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>12</b>	<b>88.5</b>	<b>5</b>	<b>452</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.6	18	135		
HUMBERSIDE	FLYBE LTD	S	106	0	31	0.7	10.9	28.5	10.2	15.3	8.0	2.2	0.7	0.7	0.0	22.6	33	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>106</b>	<b>0</b>	<b>31</b>	<b>0.7</b>	<b>10.9</b>	<b>28.5</b>	<b>10.2</b>	<b>15.3</b>	<b>8.0</b>	<b>2.2</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>22.6</b>	<b>33</b>	<b>69.6</b>	<b>18</b>	<b>135</b>	
KIRKWALL	EASTERN AIRWAYS	C	4	0	0	0.0	25.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	93	0.0	0	0		
KIRKWALL	FLYBE LTD	S	3	0	12	0.0	6.7	0.0	6.7	0.0	6.7	0.0	0.0	0.0	0.0	80.0	34	0.0	0	0	
KIRKWALL	LOGANAIR LTD	S	170	0	3	16.8	34.7	19.1	6.4	9.2	8.7	2.9	0.6	0.0	0.0	1.7	19	90.8	6	153	
<b>TOTAL KIRKWALL</b>			<b>177</b>	<b>0</b>	<b>15</b>	<b>15.1</b>	<b>32.3</b>	<b>17.2</b>	<b>6.3</b>	<b>8.3</b>	<b>8.9</b>	<b>3.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>21</b>	<b>90.8</b>	<b>6</b>	<b>153</b>	
LEEDS BRADFORD	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	7	38		
LEEDS BRADFORD	FLYBE LTD	S	33	0	12	0.0	8.9	26.7	15.6	6.7	13.3	2.2	0.0	0.0	0.0	26.7	34	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>			<b>33</b>	<b>0</b>	<b>12</b>	<b>0.0</b>	<b>8.9</b>	<b>26.7</b>	<b>15.6</b>	<b>6.7</b>	<b>13.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26.7</b>	<b>34</b>	<b>89.5</b>	<b>7</b>	<b>38</b>	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	183	1		

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		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>183</b>	<b>1</b>
LONDON CITY	FLYBE LTD	S	85	0	11	0.0	42.7	30.2	6.3	3.1	6.3	0.0	0.0	0.0	0.0	11.5	10	83.5	10	103
<b>TOTAL LONDON CITY</b>			<b>85</b>	<b>0</b>	<b>11</b>	<b>0.0</b>	<b>42.7</b>	<b>30.2</b>	<b>6.3</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>10</b>	<b>83.5</b>	<b>10</b>	<b>103</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	48	0	2	2.0	52.0	12.0	12.0	8.0	10.0	0.0	0.0	0.0	0.0	4.0	15	63.0	19	54
<b>TOTAL LUTON</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>52.0</b>	<b>12.0</b>	<b>12.0</b>	<b>8.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>15</b>	<b>63.0</b>	<b>19</b>	<b>54</b>
MANCHESTER	FLYBE LTD	S	315	0	7	4.0	48.4	30.4	8.1	5.3	0.0	1.2	0.3	0.0	0.0	2.2	8	90.8	6	336
<b>TOTAL MANCHESTER</b>			<b>315</b>	<b>0</b>	<b>7</b>	<b>4.0</b>	<b>48.4</b>	<b>30.4</b>	<b>8.1</b>	<b>5.3</b>	<b>0.0</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>8</b>	<b>90.8</b>	<b>6</b>	<b>336</b>
NEWCASTLE	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.5	13	84
NEWCASTLE	FLYBE LTD	S	61	0	23	3.6	17.9	28.6	3.6	7.1	9.5	2.4	0.0	0.0	0.0	27.4	23	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>61</b>	<b>0</b>	<b>23</b>	<b>3.6</b>	<b>17.9</b>	<b>28.6</b>	<b>3.6</b>	<b>7.1</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.4</b>	<b>23</b>	<b>84.5</b>	<b>13</b>	<b>84</b>
NORWICH	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.3	8	124
NORWICH	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.3	6	142
NORWICH	FLYBE LTD	S	134	0	9	9.1	37.1	21.0	7.0	10.5	6.3	0.0	2.8	0.0	0.0	6.3	20	0.0	0	0
<b>TOTAL NORWICH</b>			<b>134</b>	<b>0</b>	<b>9</b>	<b>9.1</b>	<b>37.1</b>	<b>21.0</b>	<b>7.0</b>	<b>10.5</b>	<b>6.3</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>20</b>	<b>86.8</b>	<b>7</b>	<b>266</b>
SCATSTA	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	15	10
<b>TOTAL SCATSTA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.0</b>	<b>15</b>	<b>10</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.8	6	76
SOUTHAMPTON	FLYBE LTD	S	68	0	24	6.5	16.3	25.0	13.0	2.2	4.3	3.3	3.3	0.0	0.0	26.1	29	0.0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>68</b>	<b>0</b>	<b>24</b>	<b>6.5</b>	<b>16.3</b>	<b>25.0</b>	<b>13.0</b>	<b>2.2</b>	<b>4.3</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>26.1</b>	<b>29</b>	<b>90.8</b>	<b>6</b>	<b>76</b>
STORNOWAY	EASTERN AIRWAYS	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	91.3	14	46
STORNOWAY	FLYBE LTD	S	74	0	24	6.1	13.3	19.4	5.1	16.3	7.1	2.0	6.1	0.0	0.0	24.5	44	0.0	0	0
<b>TOTAL STORNOWAY</b>			<b>74</b>	<b>0</b>	<b>25</b>	<b>6.1</b>	<b>13.1</b>	<b>19.2</b>	<b>5.1</b>	<b>16.2</b>	<b>7.1</b>	<b>2.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>25.3</b>	<b>44</b>	<b>91.3</b>	<b>14</b>	<b>46</b>
SUMBURGH	EASTERN AIRWAYS	S	149	0	26	13.1	21.1	23.4	4.6	5.7	13.1	1.7	1.7	0.6	0.0	14.9	29	71.5	29	172
SUMBURGH	LOGANAIR LTD	S	249	0	10	11.6	43.6	20.5	4.6	6.2	5.8	3.9	0.0	0.0	0.0	3.9	16	80.9	12	209
<b>TOTAL SUMBURGH</b>			<b>398</b>	<b>0</b>	<b>36</b>	<b>12.2</b>	<b>34.6</b>	<b>21.7</b>	<b>4.6</b>	<b>6.0</b>	<b>8.8</b>	<b>3.0</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>8.3</b>	<b>21</b>	<b>76.6</b>	<b>20</b>	<b>381</b>
WICK JOHN O GROATS	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.2	16	96
WICK JOHN O GROATS	FLYBE LTD	S	76	0	18	4.3	11.7	23.4	7.4	11.7	10.6	7.4	4.3	0.0	0.0	19.1	50	0.0	0	0
<b>TOTAL WICK JOHN O GROATS</b>			<b>76</b>	<b>0</b>	<b>18</b>	<b>4.3</b>	<b>11.7</b>	<b>23.4</b>	<b>7.4</b>	<b>11.7</b>	<b>10.6</b>	<b>7.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>19.1</b>	<b>50</b>	<b>80.2</b>	<b>16</b>	<b>96</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2679</b>	<b>0</b>	<b>318</b>	<b>7.8</b>	<b>35.1</b>	<b>22.8</b>	<b>6.6</b>	<b>7.4</b>	<b>5.8</b>	<b>2.4</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>10.6</b>	<b>20</b>	<b>84.4</b>	<b>10</b>	<b>2835</b>
<b>TOTAL ABERDEEN</b>			<b>3755</b>	<b>0</b>	<b>403</b>	<b>7.5</b>	<b>37.9</b>	<b>23.5</b>	<b>6.8</b>	<b>7.0</b>	<b>4.7</b>	<b>1.9</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>9.7</b>	<b>17</b>	<b>85.6</b>	<b>9</b>	<b>4030</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>AUSTRIA</b>																					
SALZBURG	AER LINGUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	5		
SALZBURG	FLYBE LTD	C	4	0	0	0.0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	100	0.0	0	0		
SALZBURG	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0		
<b>TOTAL SALZBURG</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>80.0</b>	<b>7</b>	<b>5</b>		
<b>TOTAL AUSTRIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>91</b>	<b>80.0</b>	<b>7</b>	<b>5</b>		
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	36		
<b>TOTAL BRUSSELS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>6</b>	<b>36</b>		
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>6</b>	<b>36</b>		
<b>FRANCE</b>																					
PARIS (ORLY)	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	85	0.0	0	0		
<b>TOTAL PARIS (ORLY)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>85</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FRANCE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>85</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>ICELAND</b>																					
KEFLAVIK	FLUGFELAG ISLANDS(AIR ICELAND)	S	22	0	0	4.5	59.1	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>TOTAL KEFLAVIK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>59.1</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL ICELAND</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>59.1</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>IRISH REPUBLIC</b>																					
DUBLIN	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL DUBLIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
IRELAND WEST(KNOCK)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>		
<b>ITALY</b>																					
VERONA VILLAFRANCA	AER LINGUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	6		
<b>TOTAL VERONA VILLAFRANCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>12</b>	<b>6</b>		
<b>TOTAL ITALY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>12</b>	<b>6</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	EASTERN AIRWAYS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
AMSTERDAM	KLM	S	52	0	2	13.0	55.6	20.4	3.7	1.9	1.9	0.0	0.0	0.0	3.7	5	85.4	10	48		
<b>TOTAL AMSTERDAM</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>12.7</b>	<b>56.4</b>	<b>20.0</b>	<b>3.6</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>5</b>	<b>85.4</b>	<b>10</b>	<b>48</b>		
<b>TOTAL NETHERLANDS</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>12.7</b>	<b>56.4</b>	<b>20.0</b>	<b>3.6</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>5</b>	<b>85.4</b>	<b>10</b>	<b>48</b>		
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2		
<b>TOTAL FARO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>		



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		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL PORTUGAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>	
<b>SPAIN</b>																				
MALAGA	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	2	
<b>TOTAL MALAGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>26</b>	<b>2</b>	
<b>TOTAL SPAIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>26</b>	<b>2</b>	
<b>SWITZERLAND</b>																				
GENEVA	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	2	
<b>TOTAL GENEVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>33</b>	<b>2</b>	
<b>TOTAL SWITZERLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>33</b>	<b>2</b>	
<b>UNITED KINGDOM</b>																				
ABERDEEN	FLYBE LTD	S	58	0	4	1.6	43.5	32.3	4.8	8.1	3.2	0.0	0.0	0.0	0.0	6.5	8	100.0	0	65
<b>TOTAL ABERDEEN</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>43.5</b>	<b>32.3</b>	<b>4.8</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>65</b>
BELFAST INTERNATIONAL	AER LINGUS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
BELFAST INTERNATIONAL	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BIRMINGHAM	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
BIRMINGHAM	FLYBE LTD	S	368	1	25	3.0	39.1	29.2	6.1	6.3	7.1	2.3	0.3	0.0	0.3	6.3	16	88.1	6	368
<b>TOTAL BIRMINGHAM</b>			<b>369</b>	<b>1</b>	<b>25</b>	<b>3.0</b>	<b>39.0</b>	<b>29.4</b>	<b>6.1</b>	<b>6.3</b>	<b>7.1</b>	<b>2.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>6.3</b>	<b>16</b>	<b>88.1</b>	<b>6</b>	<b>368</b>
BRISTOL	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0
<b>TOTAL BRISTOL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	FLYBE LTD	S	96	0	8	1.9	38.5	33.7	7.7	3.8	4.8	0.0	1.9	0.0	0.0	7.7	15	92.9	4	70
<b>TOTAL CARDIFF WALES</b>			<b>96</b>	<b>0</b>	<b>8</b>	<b>1.9</b>	<b>38.5</b>	<b>33.7</b>	<b>7.7</b>	<b>3.8</b>	<b>4.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>15</b>	<b>92.9</b>	<b>4</b>	<b>70</b>
DURHAM TEES VALLEY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>50</b>	<b>1</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	184	0	6	3.7	51.1	29.5	4.2	2.1	4.7	1.6	0.0	0.0	0.0	3.2	9	95.2	3	186
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>184</b>	<b>0</b>	<b>6</b>	<b>3.7</b>	<b>51.1</b>	<b>29.5</b>	<b>4.2</b>	<b>2.1</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>95.2</b>	<b>3</b>	<b>186</b>
EDINBURGH	FLYBE LTD	S	225	1	18	4.1	41.8	36.1	1.6	3.7	3.7	1.2	0.0	0.0	0.4	7.4	9	85.7	7	266
EDINBURGH	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL EDINBURGH</b>			<b>225</b>	<b>1</b>	<b>18</b>	<b>4.1</b>	<b>41.8</b>	<b>36.1</b>	<b>1.6</b>	<b>3.7</b>	<b>3.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>7.4</b>	<b>9</b>	<b>85.8</b>	<b>7</b>	<b>267</b>
EXETER	FLYBE LTD	S	37	0	6	7.0	23.3	37.2	14.0	4.7	0.0	0.0	0.0	0.0	0.0	14.0	7	85.0	7	40
<b>TOTAL EXETER</b>			<b>37</b>	<b>0</b>	<b>6</b>	<b>7.0</b>	<b>23.3</b>	<b>37.2</b>	<b>14.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.0</b>	<b>7</b>	<b>85.0</b>	<b>7</b>	<b>40</b>
FARNBOROUGH	TAG AVIATION (UK) LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2	
<b>TOTAL FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>14</b>	<b>2</b>	
GLASGOW	FLYBE LTD	S	219	0	14	1.3	34.3	35.6	7.7	10.7	3.9	0.4	0.0	0.0	0.0	6.0	13	83.2	8	272
<b>TOTAL GLASGOW</b>			<b>219</b>	<b>0</b>	<b>14</b>	<b>1.3</b>	<b>34.3</b>	<b>35.6</b>	<b>7.7</b>	<b>10.7</b>	<b>3.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>13</b>	<b>83.2</b>	<b>8</b>	<b>272</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HEATHROW	AER LINGUS	S	172	0	14	9.1	42.5	28.0	2.7	5.4	4.3	0.5	0.0	0.0	0.0	7.5	9	89.1	5	182
HEATHROW	BRITISH AIRWAYS PLC	S	240	0	6	4.5	49.6	29.3	7.7	1.6	4.9	0.0	0.0	0.0	0.0	2.4	8	90.1	5	328
<b>TOTAL HEATHROW</b>			<b>412</b>	<b>0</b>	<b>20</b>	<b>6.5</b>	<b>46.5</b>	<b>28.7</b>	<b>5.6</b>	<b>3.2</b>	<b>4.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>9</b>	<b>89.7</b>	<b>5</b>	<b>510</b>
HUMBERSIDE	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0
<b>TOTAL HUMBERSIDE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
INVERNESS	FLYBE LTD	S	42	0	0	4.8	38.1	38.1	9.5	0.0	0.0	9.5	0.0	0.0	0.0	0.0	17	97.4	1	38
<b>TOTAL INVERNESS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.1</b>	<b>38.1</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>97.4</b>	<b>1</b>	<b>38</b>
ISLE OF MAN	EASTERN AIRWAYS	S	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	73.3	9	28
ISLE OF MAN	FLYBE LTD	S	48	0	4	0.0	36.5	28.8	11.5	7.7	0.0	7.7	0.0	0.0	0.0	7.7	22	0.0	0	0
ISLE OF MAN	VANAIR EUROPE AS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	10	38
<b>TOTAL ISLE OF MAN</b>			<b>51</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>34.5</b>	<b>30.9</b>	<b>10.9</b>	<b>9.1</b>	<b>0.0</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>21</b>	<b>82.4</b>	<b>10</b>	<b>66</b>
LEEDS BRADFORD	FLYBE LTD	S	228	0	25	6.3	41.5	24.1	5.9	6.7	3.2	2.0	0.4	0.0	0.0	9.9	13	97.4	2	232
<b>TOTAL LEEDS BRADFORD</b>			<b>228</b>	<b>0</b>	<b>25</b>	<b>6.3</b>	<b>41.5</b>	<b>24.1</b>	<b>5.9</b>	<b>6.7</b>	<b>3.2</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9.9</b>	<b>13</b>	<b>97.4</b>	<b>2</b>	<b>232</b>
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	37	0	2	0.0	41.0	23.1	7.7	15.4	0.0	5.1	0.0	2.6	0.0	5.1	28	95.8	4	48
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>37</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>41.0</b>	<b>23.1</b>	<b>7.7</b>	<b>15.4</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>5.1</b>	<b>28</b>	<b>95.8</b>	<b>4</b>	<b>48</b>
LONDON CITY	FLYBE LTD	S	184	0	16	2.5	32.5	42.0	7.5	3.5	2.5	0.0	1.5	0.0	0.0	8.0	13	88.9	7	186
<b>TOTAL LONDON CITY</b>			<b>184</b>	<b>0</b>	<b>16</b>	<b>2.5</b>	<b>32.5</b>	<b>42.0</b>	<b>7.5</b>	<b>3.5</b>	<b>2.5</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>13</b>	<b>88.9</b>	<b>7</b>	<b>186</b>
LUTON	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	106	0.0	0	0
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>106</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	FLYBE LTD	S	393	0	10	1.0	40.7	36.0	6.9	7.9	3.0	1.0	1.0	0.0	0.0	2.5	13	85.1	9	389
<b>TOTAL MANCHESTER</b>			<b>393</b>	<b>0</b>	<b>10</b>	<b>1.0</b>	<b>40.7</b>	<b>36.0</b>	<b>6.9</b>	<b>7.9</b>	<b>3.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>13</b>	<b>85.1</b>	<b>9</b>	<b>389</b>
NEWCASTLE	EASTERN AIRWAYS	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
NEWCASTLE	FLYBE LTD	S	48	0	4	1.9	36.5	23.1	17.3	5.8	0.0	7.7	0.0	0.0	0.0	7.7	21	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>1.9</b>	<b>35.2</b>	<b>25.9</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	FLYBE LTD	S	164	0	7	4.1	49.7	30.4	4.1	4.7	2.9	0.0	0.0	0.0	0.0	4.1	7	82.5	8	154
<b>TOTAL SOUTHAMPTON</b>			<b>164</b>	<b>0</b>	<b>7</b>	<b>4.1</b>	<b>49.7</b>	<b>30.4</b>	<b>4.1</b>	<b>4.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>7</b>	<b>82.5</b>	<b>8</b>	<b>154</b>
SOUTHEND	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2755</b>	<b>2</b>	<b>169</b>	<b>3.5</b>	<b>41.0</b>	<b>32.1</b>	<b>6.3</b>	<b>5.7</b>	<b>3.9</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>5.8</b>	<b>12</b>	<b>88.7</b>	<b>6</b>	<b>2894</b>
USA																				
LOS ANGELES INTERNATIONAL	TRIAIR (BERMUDA) LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
<b>TOTAL USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
<b>TOTAL BELFAST CITY</b>			<b>2836</b>	<b>2</b>	<b>171</b>	<b>3.6</b>	<b>41.3</b>	<b>31.7</b>	<b>6.3</b>	<b>5.6</b>	<b>3.8</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>5.7</b>	<b>12</b>	<b>88.4</b>	<b>6</b>	<b>2999</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
SALZBURG	FLYBE LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
SALZBURG	JET2.COM LTD	C	9	0	0	11.1	33.3	22.2	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BULGARIA</b>																					
PLOVDIV	THOMAS COOK AIRLINES LTD	C	8	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	5	
<b>TOTAL PLOVDIV</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>5</b>	
<b>TOTAL BULGARIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>5</b>	
<b>FRANCE</b>																					
LYON	EASYJET AIRLINE COMPANY LTD	S	10	0	0	0.0	0.0	30.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	41	75.0	26	8	
<b>TOTAL LYON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>75.0</b>	<b>26</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	50	0	0	6.0	18.0	36.0	14.0	18.0	8.0	0.0	0.0	0.0	0.0	0.0	20	72.2	15	54	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>18.0</b>	<b>36.0</b>	<b>14.0</b>	<b>18.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>72.2</b>	<b>15</b>	<b>54</b>	
<b>TOTAL FRANCE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>15.0</b>	<b>35.0</b>	<b>16.7</b>	<b>18.3</b>	<b>8.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>72.6</b>	<b>16</b>	<b>62</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	16	0	0	0.0	43.8	43.8	0.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	19	96.0	2	25	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>43.8</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>96.0</b>	<b>2</b>	<b>25</b>	
<b>TOTAL GERMANY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>43.8</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>96.0</b>	<b>2</b>	<b>25</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	20	0	1	19.0	23.8	38.1	9.5	4.8	0.0	0.0	0.0	0.0	0.0	4.8	6	93.8	2	16	
<b>TOTAL KEFLAVIK</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>19.0</b>	<b>23.8</b>	<b>38.1</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>6</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>TOTAL ICELAND</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>19.0</b>	<b>23.8</b>	<b>38.1</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>6</b>	<b>93.8</b>	<b>2</b>	<b>16</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	IBERIA EXPRESS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	18	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	2	18	
<b>TOTAL BERGAMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>77.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.9</b>	<b>2</b>	<b>18</b>	
VERONA VILLAFRANCA	JET2.COM LTD	C	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>71.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.9</b>	<b>2</b>	<b>18</b>	
<b>LITHUANIA</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
VILNIUS	WIZZ AIR	S	18	0	0	27.8	27.8	38.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	100.0	3	16
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>27.8</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>16</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>27.8</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>16</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	18	0	0	16.7	38.9	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	68	0	0	10.3	29.4	38.2	8.8	7.4	2.9	0.0	2.9	0.0	0.0	0.0	15	77.9	10	68
<b>TOTAL AMSTERDAM</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>29.4</b>	<b>38.2</b>	<b>8.8</b>	<b>7.4</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.9</b>	<b>10</b>	<b>68</b>
<b>TOTAL NETHERLANDS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>29.4</b>	<b>38.2</b>	<b>8.8</b>	<b>7.4</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.9</b>	<b>10</b>	<b>68</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	18	0	0	5.6	22.2	55.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	18
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>55.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
KATOWICE	TRANSAVIA	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
KATOWICE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL KATOWICE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	26	0	0	19.2	30.8	38.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	3	26
KRAKOW	RYANAIR	S	26	0	0	11.5	26.9	30.8	15.4	3.8	3.8	7.7	0.0	0.0	0.0	0.0	22	69.2	10	26
KRAKOW	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL KRAKOW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>28.8</b>	<b>34.6</b>	<b>11.5</b>	<b>3.8</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.5</b>	<b>7</b>	<b>54</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	22.2	38.9	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	11	18
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>38.9</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>66.7</b>	<b>11</b>	<b>18</b>
WROCLAW	RYANAIR	S	18	0	0	5.6	27.8	50.0	11.1	0.0	0.0	0.0	0.0	5.6	0.0	0.0	28	100.0	2	18
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>50.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>29.0</b>	<b>41.1</b>	<b>9.3</b>	<b>3.7</b>	<b>0.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.5</b>	<b>6</b>	<b>110</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET AIRLINE COMPANY LTD	S	37	0	0	21.6	13.5	45.9	8.1	2.7	5.4	2.7	0.0	0.0	0.0	0.0	13	65.6	16	32
FARO	JET2.COM LTD	S	4	0	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL FARO</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>26.8</b>	<b>12.2</b>	<b>43.9</b>	<b>7.3</b>	<b>2.4</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.6</b>	<b>16</b>	<b>32</b>
<b>TOTAL PORTUGAL</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>26.8</b>	<b>12.2</b>	<b>43.9</b>	<b>7.3</b>	<b>2.4</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.6</b>	<b>16</b>	<b>32</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	37	0	0	24.3	29.7	32.4	8.1	5.4	0.0	0.0	0.0	0.0	0.0	0.0	6	72.7	27	33

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ALICANTE	JET2.COM LTD	S	19	0	0	21.1	15.8	47.4	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	11	84.6	12	26
ALICANTE	RYANAIR	S	30	0	0	16.7	20.0	50.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	73.3	15	30
<b>TOTAL ALICANTE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>20.9</b>	<b>23.3</b>	<b>41.9</b>	<b>8.1</b>	<b>4.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.4</b>	<b>19</b>	<b>89</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	8	0	0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	89.3	5	28
<b>TOTAL BARCELONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>89.3</b>	<b>5</b>	<b>28</b>
GIRONA	RYANAIR	S	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4
<b>TOTAL GIRONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
MADRID	IBERIA EXPRESS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL MADRID</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	39	0	1	20.0	20.0	42.5	5.0	5.0	5.0	0.0	0.0	0.0	0.0	2.5	9	77.5	14	40
MALAGA	RYANAIR	S	38	0	0	10.5	23.7	55.3	0.0	2.6	5.3	2.6	0.0	0.0	0.0	0.0	11	77.8	53	36
<b>TOTAL MALAGA</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>15.4</b>	<b>21.8</b>	<b>48.7</b>	<b>2.6</b>	<b>3.8</b>	<b>5.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>77.6</b>	<b>32</b>	<b>76</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	37.5	37.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	18	100.0	2	6
PALMA DE MALLORCA	JET2.COM LTD	S	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.5</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>2</b>	<b>6</b>
<b>TOTAL SPAIN</b>			<b>187</b>	<b>0</b>	<b>1</b>	<b>17.6</b>	<b>23.9</b>	<b>44.7</b>	<b>5.3</b>	<b>3.7</b>	<b>3.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>79.8</b>	<b>21</b>	<b>203</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	17	0	0	11.8	11.8	23.5	0.0	5.9	35.3	11.8	0.0	0.0	0.0	0.0	52	56.3	29	16
ARRECIFE	JET2.COM LTD	S	18	0	0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	15	18
ARRECIFE	RYANAIR	S	18	0	0	16.7	22.2	44.4	11.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	23	83.3	8	18
ARRECIFE	THOMAS COOK AIRLINES LTD	C	10	0	0	30.0	10.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	10
<b>TOTAL ARRECIFE</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>17.5</b>	<b>39.7</b>	<b>4.8</b>	<b>1.6</b>	<b>9.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>79.0</b>	<b>14</b>	<b>62</b>
FUERTEVENTURA	JET2.COM LTD	S	10	0	0	20.0	10.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	8	8
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>10.0</b>	<b>40.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.5</b>	<b>8</b>	<b>8</b>
LAS PALMAS	JET2.COM LTD	S	10	0	0	20.0	60.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	12	8
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	8
LAS PALMAS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	142	0.0	0	0
<b>TOTAL LAS PALMAS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>21.1</b>	<b>42.1</b>	<b>15.8</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.5</b>	<b>6</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	17	0	0	23.5	17.6	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	8	18
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	27.8	11.1	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	15	18
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	28	0	0	21.4	25.0	42.9	7.1	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	96.2	2	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>19.0</b>	<b>41.3</b>	<b>9.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.5</b>	<b>8</b>	<b>62</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>20.6</b>	<b>37.4</b>	<b>9.0</b>	<b>3.9</b>	<b>3.9</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.1</b>	<b>10</b>	<b>148</b>
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	39	0	1	12.5	37.5	27.5	7.5	12.5	0.0	0.0	0.0	0.0	0.0	2.5	9	90.6	4	32
<b>TOTAL GENEVA</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>12.5</b>	<b>37.5</b>	<b>27.5</b>	<b>7.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>9</b>	<b>90.6</b>	<b>4</b>	<b>32</b>
<b>TOTAL SWITZERLAND</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>12.5</b>	<b>37.5</b>	<b>27.5</b>	<b>7.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>9</b>	<b>90.6</b>	<b>4</b>	<b>32</b>
<b>UNITED KINGDOM</b>																				
<b>ABERDEEN</b>	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>
<b>BIRMINGHAM</b>	EASYJET AIRLINE COMPANY LTD	S	147	0	7	6.5	29.2	35.1	13.6	9.7	0.6	0.6	0.0	0.0	0.0	4.5	11	82.3	8	164
<b>TOTAL BIRMINGHAM</b>			<b>147</b>	<b>0</b>	<b>7</b>	<b>6.5</b>	<b>29.2</b>	<b>35.1</b>	<b>13.6</b>	<b>9.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>11</b>	<b>82.3</b>	<b>8</b>	<b>164</b>
<b>BRISTOL</b>	EASYJET AIRLINE COMPANY LTD	S	136	0	20	4.5	23.1	31.4	9.0	10.9	7.7	0.6	0.0	0.0	0.0	12.8	18	85.5	10	152
<b>TOTAL BRISTOL</b>			<b>136</b>	<b>0</b>	<b>20</b>	<b>4.5</b>	<b>23.1</b>	<b>31.4</b>	<b>9.0</b>	<b>10.9</b>	<b>7.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.8</b>	<b>18</b>	<b>85.5</b>	<b>10</b>	<b>152</b>
<b>CARDIFF WALES</b>	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	2
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>21</b>	<b>2</b>
<b>EDINBURGH</b>	EASYJET AIRLINE COMPANY LTD	S	182	0	16	10.6	25.8	32.8	12.6	9.6	0.5	0.0	0.0	0.0	0.0	8.1	9	76.6	11	192
<b>TOTAL EDINBURGH</b>			<b>182</b>	<b>0</b>	<b>16</b>	<b>10.6</b>	<b>25.8</b>	<b>32.8</b>	<b>12.6</b>	<b>9.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>9</b>	<b>76.6</b>	<b>11</b>	<b>192</b>
<b>FARNBOROUGH</b>	AIR X CHARTER	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>FARNBOROUGH</b>	VISTAJET LTD MALTA	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL FARNBOROUGH</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GATWICK</b>	EASYJET AIRLINE COMPANY LTD	S	348	0	8	6.5	28.9	34.6	9.0	6.2	9.3	2.8	0.6	0.0	0.0	2.2	21	73.5	13	362
<b>GATWICK</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.5	9	284
<b>TOTAL GATWICK</b>			<b>348</b>	<b>0</b>	<b>8</b>	<b>6.5</b>	<b>28.9</b>	<b>34.6</b>	<b>9.0</b>	<b>6.2</b>	<b>9.3</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>21</b>	<b>77.9</b>	<b>11</b>	<b>646</b>
<b>GLASGOW</b>	EASYJET AIRLINE COMPANY LTD	S	177	0	16	4.7	36.3	33.2	6.2	6.7	4.1	0.5	0.0	0.0	0.0	8.3	11	79.6	11	196
<b>TOTAL GLASGOW</b>			<b>177</b>	<b>0</b>	<b>16</b>	<b>4.7</b>	<b>36.3</b>	<b>33.2</b>	<b>6.2</b>	<b>6.7</b>	<b>4.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>11</b>	<b>79.6</b>	<b>11</b>	<b>196</b>
<b>HEATHROW</b>	AER LINGUS	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>JERSEY</b>	EASYJET AIRLINE COMPANY LTD	S	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2
<b>TOTAL JERSEY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>LIVERPOOL (JOHN LENNON)</b>	EASYJET AIRLINE COMPANY LTD	S	342	0	2	4.4	44.5	32.3	6.1	7.6	3.2	1.2	0.3	0.0	0.0	0.6	11	87.1	8	349
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>342</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>44.5</b>	<b>32.3</b>	<b>6.1</b>	<b>7.6</b>	<b>3.2</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>87.1</b>	<b>8</b>	<b>349</b>
<b>LUTON</b>	EASYJET AIRLINE COMPANY LTD	S	208	0	4	5.7	25.0	37.7	14.6	8.0	4.7	0.9	1.4	0.0	0.0	1.9	19	78.5	12	214
<b>LUTON</b>	VISTAJET LTD MALTA	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LUTON</b>			<b>209</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>24.9</b>	<b>38.0</b>	<b>14.6</b>	<b>8.0</b>	<b>4.7</b>	<b>0.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>19</b>	<b>78.5</b>	<b>12</b>	<b>214</b>
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	166	0	0	6.6	22.3	39.8	13.3	9.0	5.4	3.0	0.0	0.6	0.0	0.0	27	83.5	9	170
MANCHESTER	RYANAIR	S	13	0	0	7.7	46.2	38.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>24.0</b>	<b>39.7</b>	<b>12.3</b>	<b>8.9</b>	<b>5.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>83.5</b>	<b>9</b>	<b>170</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	154	0	2	7.1	25.0	39.7	8.3	9.0	3.8	2.6	3.2	0.0	0.0	1.3	22	87.8	6	156
<b>TOTAL NEWCASTLE</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>25.0</b>	<b>39.7</b>	<b>8.3</b>	<b>9.0</b>	<b>3.8</b>	<b>2.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>22</b>	<b>87.8</b>	<b>6</b>	<b>156</b>
SOUTHAMPTON	FLYBE LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	245	0	4	9.6	33.3	29.7	6.8	11.2	2.4	3.6	0.8	0.8	0.0	1.6	25	84.8	7	256
STANSTED	RYANAIR	S	184	0	2	18.3	35.5	32.8	3.8	7.5	0.5	0.0	0.0	0.5	0.0	1.1	13	0.0	0	0
<b>TOTAL STANSTED</b>			<b>429</b>	<b>0</b>	<b>6</b>	<b>13.3</b>	<b>34.3</b>	<b>31.0</b>	<b>5.5</b>	<b>9.7</b>	<b>1.6</b>	<b>2.1</b>	<b>0.5</b>	<b>0.7</b>	<b>0.0</b>	<b>1.4</b>	<b>20</b>	<b>84.8</b>	<b>7</b>	<b>256</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2312</b>	<b>0</b>	<b>81</b>	<b>7.5</b>	<b>31.1</b>	<b>34.2</b>	<b>9.0</b>	<b>8.4</b>	<b>4.1</b>	<b>1.5</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>3.4</b>	<b>17</b>	<b>81.7</b>	<b>9</b>	<b>2500</b>
<b>USA</b>																				
LAS VEGAS	THOMAS COOK AIRLINES LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	19	2
<b>TOTAL LAS VEGAS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>19</b>	<b>2</b>
NASHVILLE METROPOLITAN	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>28</b>	<b>1</b>
NEWBURGH/USA	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	16.7	27.8	33.3	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL NEWBURGH/USA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL ORLANDO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PROVIDENCE	NORWEGIAN AIR INTERNATIONAL	S	4	0	0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL PROVIDENCE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>25.0</b>	<b>29.2</b>	<b>12.5</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>33.3</b>	<b>22</b>	<b>3</b>
<b>TOTAL BELFAST</b>			<b>3112</b>	<b>0</b>	<b>84</b>	<b>9.7</b>	<b>29.6</b>	<b>35.7</b>	<b>8.8</b>	<b>7.6</b>	<b>3.8</b>	<b>1.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>2.6</b>	<b>16</b>	<b>81.7</b>	<b>10</b>	<b>3238</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
GRAZ	BMI REGIONAL	S	17	0	0	5.9	35.3	35.3	5.9	5.9	11.8	0.0	0.0	0.0	0.0	0.0	18	83.3	7	30	
GRAZ	TITAN AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL GRAZ</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>36.8</b>	<b>31.6</b>	<b>5.3</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.3</b>	<b>7</b>	<b>30</b>	
INNSBRUCK	AUSTRIAN AIRLINES	C	10	0	0	0.0	40.0	30.0	0.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	51	87.5	3	8	
INNSBRUCK	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	10	
INNSBRUCK	TUI AIRWAYS LTD	C	10	0	0	20.0	40.0	10.0	10.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	56	100.0	4	8	
<b>TOTAL INNSBRUCK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>96.2</b>	<b>2</b>	<b>26</b>	
SALZBURG	EUROWINGS LUFTVERKEHRS	S	13	0	2	26.7	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	1	0.0	0	0	
SALZBURG	GERMANWINGS	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0	
SALZBURG	JET2.COM LTD	S	2	0	2	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0	
SALZBURG	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8	
SALZBURG	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	30.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	22	80.0	7	5	
SALZBURG	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
<b>TOTAL SALZBURG</b>			<b>26</b>	<b>0</b>	<b>4</b>	<b>13.3</b>	<b>36.7</b>	<b>20.0</b>	<b>0.0</b>	<b>13.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.3</b>	<b>11</b>	<b>85.7</b>	<b>6</b>	<b>14</b>	
VIENNA	EUROWINGS LUFTVERKEHRS	S	34	0	3	5.4	18.9	45.9	0.0	13.5	2.7	0.0	5.4	0.0	0.0	8.1	26	100.0	1	8	
<b>TOTAL VIENNA</b>			<b>34</b>	<b>0</b>	<b>3</b>	<b>5.4</b>	<b>18.9</b>	<b>45.9</b>	<b>0.0</b>	<b>13.5</b>	<b>2.7</b>	<b>0.0</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>26</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>99</b>	<b>0</b>	<b>7</b>	<b>8.5</b>	<b>31.1</b>	<b>31.1</b>	<b>1.9</b>	<b>11.3</b>	<b>3.8</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>26</b>	<b>89.7</b>	<b>4</b>	<b>78</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	20	0	0	25.0	5.0	25.0	15.0	15.0	5.0	10.0	0.0	0.0	0.0	0.0	29	65.0	24	20	
<b>TOTAL BRIDGETOWN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>5.0</b>	<b>25.0</b>	<b>15.0</b>	<b>15.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>65.0</b>	<b>24</b>	<b>20</b>	
<b>TOTAL BARBADOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>5.0</b>	<b>25.0</b>	<b>15.0</b>	<b>15.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>65.0</b>	<b>24</b>	<b>20</b>	
<b>BELGIUM</b>																					
ANTWERP	VLM (BELGIUM)	S	10	0	0	10.0	40.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRUSSELS	BMI REGIONAL	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
BRUSSELS	BRUSSELS AIRLINES	S	141	0	8	2.7	26.2	38.9	12.8	7.4	6.0	0.7	0.0	0.0	0.0	5.4	16	89.9	6	208	
<b>TOTAL BRUSSELS</b>			<b>142</b>	<b>0</b>	<b>8</b>	<b>2.7</b>	<b>26.0</b>	<b>39.3</b>	<b>12.7</b>	<b>7.3</b>	<b>6.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>16</b>	<b>89.9</b>	<b>6</b>	<b>208</b>	
<b>TOTAL BELGIUM</b>			<b>152</b>	<b>0</b>	<b>8</b>	<b>3.1</b>	<b>26.9</b>	<b>40.0</b>	<b>11.9</b>	<b>6.9</b>	<b>5.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>15</b>	<b>89.9</b>	<b>6</b>	<b>208</b>	
<b>BULGARIA</b>																					
SOFIA	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
SOFIA	RYANAIR	S	28	0	0	10.7	28.6	28.6	7.1	3.6	17.9	0.0	3.6	0.0	0.0	0.0	27	80.8	9	26	
SOFIA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	1562	100.0	0	1	
SOFIA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	6	26	
<b>TOTAL SOFIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>26.7</b>	<b>30.0</b>	<b>6.7</b>	<b>3.3</b>	<b>16.7</b>	<b>0.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>84.9</b>	<b>7</b>	<b>53</b>	
<b>TOTAL BULGARIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>26.7</b>	<b>30.0</b>	<b>6.7</b>	<b>3.3</b>	<b>16.7</b>	<b>0.0</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>84.9</b>	<b>7</b>	<b>53</b>	
<b>CANADA</b>																					



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GANDER	AIR X CHARTER	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	67	1
<b>TOTAL GANDER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>67</b>	<b>1</b>
<b>TOTAL CANADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>67</b>	<b>1</b>
<b>CAPE VERDE ISLANDS</b>																				
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	4	10
<b>TOTAL BOA VISTA (RABIL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>4</b>	<b>10</b>
ILHA DO SAL C.VERDE	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	20.0	20.0	30.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	40	0.0	0	0
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	55.6	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	83.3	9	18
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.3</b>	<b>42.9</b>	<b>21.4</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>83.3</b>	<b>9</b>	<b>18</b>
<b>TOTAL CAPE VERDE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>44.4</b>	<b>16.7</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>85.7</b>	<b>7</b>	<b>28</b>
<b>CROATIA</b>																				
ZAGREB	THOMAS COOK AIRLINES LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL ZAGREB</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>																				
LARNACA	BLUE AIR TRANSPORT AERIAN	S	30	0	0	6.7	20.0	26.7	23.3	16.7	0.0	0.0	0.0	6.7	0.0	0.0	43	0.0	0	0
LARNACA	COBALT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	16
LARNACA	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
LARNACA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	7	18
LARNACA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
LARNACA	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	6
<b>TOTAL LARNACA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>24.2</b>	<b>27.3</b>	<b>21.2</b>	<b>15.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>90.0</b>	<b>4</b>	<b>40</b>
PAPHOS	JET2.COM LTD	S	10	0	0	0.0	20.0	20.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
PAPHOS	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	112	0.0	16	1
PAPHOS	TUI AIRWAYS LTD	C	15	0	0	6.7	26.7	40.0	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	5	16
<b>TOTAL PAPHOS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>29.6</b>	<b>22.2</b>	<b>7.4</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>82.4</b>	<b>6</b>	<b>17</b>
<b>TOTAL CYPRUS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>23.3</b>	<b>28.3</b>	<b>21.7</b>	<b>11.7</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>87.7</b>	<b>4</b>	<b>57</b>
<b>CZECH REPUBLIC</b>																				
BRNO (TURANY)	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL BRNO (TURANY)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PRAGUE	CSA CZECH AIRLINES	S	42	0	0	0.0	7.1	40.5	19.0	16.7	11.9	2.4	0.0	2.4	0.0	0.0	51	57.9	15	38
PRAGUE	JET2.COM LTD	S	17	0	2	5.3	42.1	21.1	10.5	10.5	0.0	0.0	0.0	0.0	0.0	10.5	9	0.0	0	0
<b>TOTAL PRAGUE</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>18.0</b>	<b>34.4</b>	<b>16.4</b>	<b>14.8</b>	<b>8.2</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.3</b>	<b>39</b>	<b>57.9</b>	<b>15</b>	<b>38</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>17.7</b>	<b>35.5</b>	<b>16.1</b>	<b>14.5</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>39</b>	<b>57.9</b>	<b>15</b>	<b>38</b>
<b>DENMARK</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
AARHUS (TIRSTRUP)	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>
BILLUND	BRITISH AIRWAYS PLC	S	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL BILLUND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
COPENHAGEN	SAS	S	97	0	4	0.0	31.7	29.7	16.8	9.9	5.0	3.0	0.0	0.0	0.0	4.0	20	84.9	8	106
<b>TOTAL COPENHAGEN</b>			<b>97</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>31.7</b>	<b>29.7</b>	<b>16.8</b>	<b>9.9</b>	<b>5.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>20</b>	<b>84.1</b>	<b>9</b>	<b>107</b>
<b>TOTAL DENMARK</b>			<b>99</b>	<b>0</b>	<b>4</b>	<b>1.0</b>	<b>31.1</b>	<b>29.1</b>	<b>17.5</b>	<b>9.7</b>	<b>4.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>20</b>	<b>84.3</b>	<b>9</b>	<b>108</b>
<b>DOMINICAN REPUBLIC</b>																				
LA ROMANA	TUI AIRWAYS LTD	C	4	0	0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	459	0.0	0	0
<b>TOTAL LA ROMANA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>459</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PUNTA CANA	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	7	9
PUNTA CANA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1
<b>TOTAL PUNTA CANA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.0</b>	<b>13</b>	<b>10</b>
<b>TOTAL DOMINICAN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>308</b>	<b>80.0</b>	<b>13</b>	<b>10</b>
<b>EGYPT</b>																				
HURGHADA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	14	26
HURGHADA	THOMAS COOK AIRLINES LTD	S	29	0	0	3.4	10.3	48.3	17.2	13.8	0.0	0.0	6.9	0.0	0.0	0.0	29	0.0	0	0
HURGHADA	TUI AIRWAYS LTD	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL HURGHADA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>18.9</b>	<b>48.6</b>	<b>13.5</b>	<b>10.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>61.5</b>	<b>14</b>	<b>26</b>
MARSA ALAM	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	12.5	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>17.8</b>	<b>48.9</b>	<b>11.1</b>	<b>11.1</b>	<b>2.2</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>61.5</b>	<b>14</b>	<b>26</b>
<b>FINLAND</b>																				
HELSINKI	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	77	0.0	0	0
<b>TOTAL HELSINKI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IVALO	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	36	2
<b>TOTAL IVALO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>36</b>	<b>2</b>
<b>TOTAL FINLAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>50.0</b>	<b>36</b>	<b>2</b>
<b>FRANCE</b>																				
BERGERAC	FLYBE LTD	S	8	0	0	0.0	12.5	37.5	0.0	0.0	12.5	12.5	25.0	0.0	0.0	0.0	77	66.7	17	6
<b>TOTAL BERGERAC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>66.7</b>	<b>17</b>	<b>6</b>
BIARRITZ	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL BIARRITZ</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BORDEAUX	FLYBE LTD	S	10	0	0	30.0	10.0	30.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	15	91.7	5	12

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BORDEAUX</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>10.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.7</b>	<b>5</b>	<b>12</b>	
CARCASSONNE	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL CARCASSONNE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHAMBERY	FLYBE LTD	S	8	0	2	0.0	0.0	20.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	20.0	109	40.0	52	10	
CHAMBERY	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	8	
CHAMBERY	TITAN AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	87.5	7	8	
CHAMBERY	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	20.0	20.0	10.0	0.0	0.0	10.0	10.0	0.0	0.0	81	50.0	26	8	
<b>TOTAL CHAMBERY</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.4</b>	<b>25.0</b>	<b>14.3</b>	<b>3.6</b>	<b>7.1</b>	<b>7.1</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>74</b>	<b>55.9</b>	<b>26</b>	<b>34</b>	
CHATEAUX DEOLS	THOMAS COOK AIRLINES LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CHATEAUX DEOLS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	10	0	0	0.0	10.0	10.0	10.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	61	0.0	46	8	
GRENOBLE	JET2.COM LTD	S	16	0	2	0.0	5.6	50.0	11.1	16.7	5.6	0.0	0.0	0.0	0.0	11.1	23	0.0	0	0	
GRENOBLE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.8	29	16	
GRENOBLE	THOMAS COOK AIRLINES LTD	C	10	0	0	10.0	30.0	0.0	30.0	10.0	0.0	0.0	0.0	20.0	0.0	0.0	150	25.0	71	8	
<b>TOTAL GRENOBLE</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>13.2</b>	<b>26.3</b>	<b>15.8</b>	<b>21.1</b>	<b>5.3</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>69</b>	<b>28.1</b>	<b>44</b>	<b>32</b>	
LYON	FLYBE LTD	S	46	0	2	0.0	22.9	43.8	14.6	4.2	0.0	6.3	4.2	0.0	0.0	4.2	28	77.4	10	62	
<b>TOTAL LYON</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.9</b>	<b>43.8</b>	<b>14.6</b>	<b>4.2</b>	<b>0.0</b>	<b>6.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>28</b>	<b>77.4</b>	<b>10</b>	<b>62</b>	
NANTES	FLYBE LTD	S	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	95.8	3	24	
<b>TOTAL NANTES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>95.8</b>	<b>3</b>	<b>24</b>	
NICE	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
NICE	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
NICE	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL NICE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	158	0	14	2.3	34.9	34.3	11.0	4.7	1.2	2.3	1.2	0.0	0.0	8.1	14	89.3	5	176	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	175	0	6	8.3	21.5	39.2	9.9	10.5	3.9	1.1	2.2	0.0	0.0	3.3	20	91.1	7	179	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>333</b>	<b>0</b>	<b>20</b>	<b>5.4</b>	<b>28.0</b>	<b>36.8</b>	<b>10.5</b>	<b>7.6</b>	<b>2.5</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>17</b>	<b>90.2</b>	<b>6</b>	<b>355</b>	
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
PARIS (ORLY)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
PARIS (ORLY)	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6	
<b>TOTAL PARIS (ORLY)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>3</b>	<b>7</b>	
PERPIGNAN	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	10	2	
<b>TOTAL PERPIGNAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>10</b>	<b>2</b>	
TOULOUSE (BLAGNAC)	FLYBE LTD	S	20	0	0	0.0	20.0	60.0	0.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	15	68.8	19	47	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.1</b>	<b>56.5</b>	<b>0.0</b>	<b>13.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>69.4</b>	<b>19</b>	<b>48</b>	
<b>TOTAL FRANCE</b>			<b>501</b>	<b>0</b>	<b>26</b>	<b>4.6</b>	<b>25.2</b>	<b>37.4</b>	<b>11.2</b>	<b>8.0</b>	<b>3.0</b>	<b>2.5</b>	<b>2.7</b>	<b>0.6</b>	<b>0.0</b>	<b>4.9</b>	<b>25</b>	<b>81.9</b>	<b>10</b>	<b>584</b>	
<b>GAMBIA</b>																					
BANJUL	THOMAS COOK AIRLINES LTD	S	14	0	0	7.1	28.6	50.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	57.1	36	7	
<b>TOTAL BANJUL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>50.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>57.1</b>	<b>36</b>	<b>7</b>	
<b>TOTAL GAMBIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>50.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>57.1</b>	<b>36</b>	<b>7</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
BERLIN (TEGEL)	FLYBE LTD	S	72	0	4	0.0	28.9	32.9	17.1	7.9	2.6	3.9	1.3	0.0	0.0	5.3	21	77.9	7	85	
<b>TOTAL BERLIN (TEGEL)</b>			<b>72</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>28.9</b>	<b>32.9</b>	<b>17.1</b>	<b>7.9</b>	<b>2.6</b>	<b>3.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>21</b>	<b>77.9</b>	<b>7</b>	<b>85</b>	
COLOGNE BONN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	78	1	
<b>TOTAL COLOGNE BONN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>78</b>	<b>1</b>	
DORTMUND	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
<b>TOTAL DORTMUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	146	0	13	1.9	15.1	34.6	17.0	15.1	6.3	1.9	0.0	0.0	0.0	8.2	22	92.0	6	150	
DUSSELDORF	FLYBE LTD	S	197	0	4	3.0	26.9	32.8	12.9	10.9	8.5	0.5	2.0	0.5	0.0	2.0	25	86.6	8	235	
DUSSELDORF	GAINJET AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
DUSSELDORF	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	12	
<b>TOTAL DUSSELDORF</b>			<b>343</b>	<b>0</b>	<b>17</b>	<b>2.5</b>	<b>21.7</b>	<b>33.6</b>	<b>14.7</b>	<b>12.8</b>	<b>7.5</b>	<b>1.1</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>4.7</b>	<b>24</b>	<b>89.0</b>	<b>7</b>	<b>398</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
FRANKFURT MAIN	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
FRANKFURT MAIN	LUFTHANSA	S	234	0	11	0.4	26.9	45.3	12.7	4.9	2.4	1.2	1.6	0.0	0.0	4.5	16	93.1	4	248	
<b>TOTAL FRANKFURT MAIN</b>			<b>235</b>	<b>0</b>	<b>11</b>	<b>0.4</b>	<b>26.8</b>	<b>45.5</b>	<b>12.6</b>	<b>4.9</b>	<b>2.4</b>	<b>1.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>16</b>	<b>92.8</b>	<b>4</b>	<b>249</b>	
HAHN	GERMANIA FLUGGESELLSCHAFT	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
HAHN	TUI AIRWAYS LTD	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL HAHN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>5</b>	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	28	
HAMBURG	FLYBE LTD	S	41	0	9	2.0	8.0	20.0	14.0	10.0	18.0	6.0	0.0	4.0	0.0	18.0	87	0.0	0	0	
HAMBURG	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6	
<b>TOTAL HAMBURG</b>			<b>41</b>	<b>0</b>	<b>9</b>	<b>2.0</b>	<b>8.0</b>	<b>20.0</b>	<b>14.0</b>	<b>10.0</b>	<b>18.0</b>	<b>6.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>18.0</b>	<b>87</b>	<b>94.1</b>	<b>2</b>	<b>34</b>	
HANOVER	FLYBE LTD	S	47	0	8	1.8	9.1	32.7	10.9	9.1	14.5	5.5	1.8	0.0	0.0	14.5	37	81.7	8	71	
<b>TOTAL HANOVER</b>			<b>47</b>	<b>0</b>	<b>8</b>	<b>1.8</b>	<b>9.1</b>	<b>32.7</b>	<b>10.9</b>	<b>9.1</b>	<b>14.5</b>	<b>5.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>14.5</b>	<b>37</b>	<b>81.7</b>	<b>8</b>	<b>71</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LEIPZIG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL LEIPZIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
MUNICH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
MUNICH	LUFTHANSA	S	161	0	5	2.4	29.5	44.6	9.6	7.8	1.8	1.2	0.0	0.0	0.0	3.0	11	90.0	4	170
<b>TOTAL MUNICH</b>			<b>161</b>	<b>0</b>	<b>5</b>	<b>2.4</b>	<b>29.5</b>	<b>44.6</b>	<b>9.6</b>	<b>7.8</b>	<b>1.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>11</b>	<b>90.1</b>	<b>4</b>	<b>171</b>
PADERBORN	AIRTANKER SERVICES LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	37.5	20	8
PADERBORN	SMALL PLANET AIRLINES GERMANY	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	16	10
<b>TOTAL PADERBORN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>55.6</b>	<b>18</b>	<b>18</b>
STUTT GART	FLYBE LTD	S	78	0	2	3.8	23.8	46.3	10.0	5.0	5.0	2.5	1.3	0.0	0.0	2.5	19	93.1	4	72
<b>TOTAL STUTT GART</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>23.8</b>	<b>46.3</b>	<b>10.0</b>	<b>5.0</b>	<b>5.0</b>	<b>2.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>19</b>	<b>93.1</b>	<b>4</b>	<b>72</b>
<b>TOTAL GERMANY</b>			<b>984</b>	<b>0</b>	<b>56</b>	<b>2.1</b>	<b>23.4</b>	<b>38.3</b>	<b>13.1</b>	<b>8.8</b>	<b>5.7</b>	<b>1.9</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>5.4</b>	<b>22</b>	<b>88.5</b>	<b>6</b>	<b>1108</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	18
<b>TOTAL GIBRALTAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
<b>TOTAL GIBRALTAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
<b>GREECE</b>																				
CHANIA	RYANAIR	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	2
<b>TOTAL CHANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
CORFU	RYANAIR	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>HUNGARY</b>																				
BUDAPEST	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
BUDAPEST	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
BUDAPEST	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
BUDAPEST	WIZZ AIR	S	20	0	0	0.0	10.0	30.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	27	88.9	7	18
<b>TOTAL BUDAPEST</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>36.4</b>	<b>18.2</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>90.0</b>	<b>7</b>	<b>20</b>
<b>TOTAL HUNGARY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>36.4</b>	<b>18.2</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>90.0</b>	<b>7</b>	<b>20</b>
<b>ICELAND</b>																				
KEFLAVIK	ICELANDAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	36
<b>TOTAL KEFLAVIK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>36</b>
<b>TOTAL ICELAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>7</b>	<b>36</b>
<b>INDIA</b>																				
AMRITSAR	AIR INDIA	S	29	0	0	6.9	55.2	20.7	3.4	6.9	0.0	0.0	3.4	3.4	0.0	0.0	51	83.9	8	31
<b>TOTAL AMRITSAR</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>55.2</b>	<b>20.7</b>	<b>3.4</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>83.9</b>	<b>8</b>	<b>31</b>
DELHI	AIR INDIA	S	33	0	0	18.2	18.2	21.2	15.2	15.2	0.0	6.1	6.1	0.0	0.0	0.0	37	80.6	8	31

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL DELHI</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>18.2</b>	<b>21.2</b>	<b>15.2</b>	<b>15.2</b>	<b>0.0</b>	<b>6.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>80.6</b>	<b>8</b>	<b>31</b>	
GOA	TUI AIRWAYS LTD	C	6	0	0	0.0	50.0	16.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	52	0.0	0	0		
<b>TOTAL GOA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL INDIA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>36.8</b>	<b>20.6</b>	<b>8.8</b>	<b>10.3</b>	<b>0.0</b>	<b>5.9</b>	<b>4.4</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>82.3</b>	<b>8</b>	<b>62</b>	
<b>IRISH REPUBLIC</b>																					
CORK	STOBART AIR	S	107	0	10	0.9	24.8	36.8	12.0	9.4	0.0	1.7	6.0	0.0	0.0	8.5	29	86.7	5	118	
<b>TOTAL CORK</b>			<b>107</b>	<b>0</b>	<b>10</b>	<b>0.9</b>	<b>24.8</b>	<b>36.8</b>	<b>12.0</b>	<b>9.4</b>	<b>0.0</b>	<b>1.7</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>29</b>	<b>86.7</b>	<b>5</b>	<b>118</b>	
DUBLIN	AER LINGUS	S	196	0	18	5.6	38.3	32.7	7.5	2.8	0.0	2.3	2.3	0.0	0.0	8.4	14	89.4	4	180	
DUBLIN	FLYBE LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	1		
DUBLIN	RYANAIR	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	62	1		
DUBLIN	RYANAIR	S	324	0	22	4.0	43.6	28.0	6.1	7.2	3.5	0.9	0.0	0.3	0.0	6.4	12	89.4	5	367	
DUBLIN	STOBART AIR	S	82	0	6	8.0	26.1	33.0	11.4	9.1	0.0	0.0	1.1	4.5	0.0	6.8	31	92.1	4	140	
DUBLIN	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	157	0.0	0	0		
DUBLIN	Unknown	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1		
<b>TOTAL DUBLIN</b>			<b>606</b>	<b>0</b>	<b>46</b>	<b>5.1</b>	<b>39.6</b>	<b>30.1</b>	<b>7.2</b>	<b>6.1</b>	<b>1.8</b>	<b>1.4</b>	<b>0.9</b>	<b>0.8</b>	<b>0.0</b>	<b>7.1</b>	<b>15</b>	<b>89.7</b>	<b>5</b>	<b>690</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	38	0	1	10.3	20.5	38.5	7.7	10.3	10.3	0.0	0.0	0.0	0.0	2.6	17	72.2	17	36	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>10.3</b>	<b>20.5</b>	<b>38.5</b>	<b>7.7</b>	<b>10.3</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>17</b>	<b>72.2</b>	<b>17</b>	<b>36</b>	
SHANNON	AIR CONTRACTORS	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
SHANNON	STOBART AIR	S	56	0	6	3.2	25.8	24.2	22.6	11.3	0.0	3.2	0.0	0.0	9.7	18	78.6	9	56		
<b>TOTAL SHANNON</b>			<b>58</b>	<b>0</b>	<b>6</b>	<b>4.7</b>	<b>25.0</b>	<b>25.0</b>	<b>21.9</b>	<b>10.9</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>17</b>	<b>78.6</b>	<b>9</b>	<b>56</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>809</b>	<b>0</b>	<b>63</b>	<b>4.7</b>	<b>35.7</b>	<b>31.0</b>	<b>8.9</b>	<b>7.1</b>	<b>1.8</b>	<b>1.5</b>	<b>1.5</b>	<b>0.6</b>	<b>0.0</b>	<b>7.2</b>	<b>17</b>	<b>87.9</b>	<b>6</b>	<b>900</b>	
<b>ITALY</b>																					
MILAN (MALPENSA)	FLYBE LTD	S	60	0	2	0.0	19.4	46.8	14.5	6.5	6.5	3.2	0.0	0.0	3.2	19	79.6	9	108		
MILAN (MALPENSA)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
<b>TOTAL MILAN (MALPENSA)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.4</b>	<b>46.8</b>	<b>14.5</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>19</b>	<b>79.8</b>	<b>9</b>	<b>109</b>		
NAPLES	TUI AIRWAYS LTD	C	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	3		
<b>TOTAL NAPLES</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>3</b>		
ROME (FIUMICINO)	JET2.COM LTD	S	20	0	1	0.0	28.6	52.4	4.8	4.8	0.0	0.0	4.8	0.0	0.0	4.8	18	0.0	0	0	
ROME (FIUMICINO)	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.4	3	28		
<b>TOTAL ROME (FIUMICINO)</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>28.6</b>	<b>52.4</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>18</b>	<b>96.4</b>	<b>3</b>	<b>28</b>	
TURIN	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	3		
TURIN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1		
TURIN	JET2.COM LTD	S	18	0	0	5.6	27.8	33.3	5.6	11.1	5.6	5.6	5.6	0.0	0.0	35	0.0	0	0		
TURIN	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	8		
TURIN	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	37.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	21	75.0	6	8		
<b>TOTAL TURIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>34.6</b>	<b>3.8</b>	<b>15.4</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>70.0</b>	<b>10</b>	<b>20</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
VENICE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	2	18	
<b>TOTAL VENICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
VERONA VILLAFRANCA	RYANAIR	S	16	0	2	0.0	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	77.8	7	18	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	22.2	22.2	22.2	0.0	0.0	0.0	22.2	0.0	0.0	110	37.5	32	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>25</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>25.9</b>	<b>44.4</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>7.4</b>	<b>42</b>	<b>65.4</b>	<b>15</b>	<b>26</b>	
<b>TOTAL ITALY</b>			<b>136</b>	<b>0</b>	<b>5</b>	<b>2.1</b>	<b>23.4</b>	<b>44.7</b>	<b>9.2</b>	<b>7.8</b>	<b>4.3</b>	<b>2.1</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>3.5</b>	<b>25</b>	<b>80.9</b>	<b>8</b>	<b>204</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	13	0	0	7.7	0.0	46.2	0.0	15.4	15.4	0.0	7.7	7.7	0.0	0.0	161	82.4	12	17	
<b>TOTAL MONTEGO BAY</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>0.0</b>	<b>46.2</b>	<b>0.0</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>161</b>	<b>82.4</b>	<b>12</b>	<b>17</b>	
<b>TOTAL JAMAICA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>0.0</b>	<b>46.2</b>	<b>0.0</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>161</b>	<b>82.4</b>	<b>12</b>	<b>17</b>	
<b>JORDAN</b>																					
AMMAN (KING HUSSEIN)	SMARTWINGS	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0	
<b>TOTAL AMMAN (KING HUSSEIN)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
AQABA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	2	
<b>TOTAL AQABA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>65</b>	<b>2</b>	
<b>TOTAL JORDAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76</b>	<b>0.0</b>	<b>65</b>	<b>2</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
<b>TOTAL RIGA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>	
<b>TOTAL LATVIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>	
<b>LEBANON</b>																					
BEIRUT	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
<b>TOTAL BEIRUT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>	
<b>TOTAL LEBANON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	17	0	1	5.6	33.3	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	4	75.0	9	16	
<b>TOTAL VILNIUS</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>33.3</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>4</b>	<b>75.0</b>	<b>9</b>	<b>16</b>	
<b>TOTAL LITHUANIA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>33.3</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>4</b>	<b>75.0</b>	<b>9</b>	<b>16</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	9	40	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>9</b>	<b>40</b>	
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.0</b>	<b>9</b>	<b>40</b>	
<b>MALTA</b>																					
MALTA	AIR X CHARTER	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1	
MALTA	RYANAIR	S	26	0	0	0.0	11.5	34.6	30.8	19.2	0.0	3.8	0.0	0.0	0.0	0.0	23	64.3	15	28	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>34.6</b>	<b>30.8</b>	<b>19.2</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.1</b>	<b>16</b>	<b>29</b>		
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>34.6</b>	<b>30.8</b>	<b>19.2</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.1</b>	<b>16</b>	<b>29</b>		
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	17		
CANCUN	TUI AIRWAYS LTD	S	18	0	0	16.7	22.2	33.3	11.1	0.0	0.0	5.6	0.0	11.1	0.0	202	0.0	0	0		
<b>TOTAL CANCUN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>202</b>	<b>100.0</b>	<b>3</b>	<b>17</b>		
<b>TOTAL MEXICO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>202</b>	<b>100.0</b>	<b>3</b>	<b>17</b>		
<b>MOROCCO</b>																					
MARRAKESH	TUI AIRWAYS LTD	S	10	0	0	20.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	6	80.0	10	10		
<b>TOTAL MARRAKESH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.0</b>	<b>10</b>	<b>10</b>		
<b>TOTAL MOROCCO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.0</b>	<b>10</b>	<b>10</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	71	1		
AMSTERDAM	FLYBE LTD	S	346	0	24	0.5	20.0	39.5	13.0	9.7	5.9	2.4	2.4	0.0	0.0	6.5	25	77.6	16	338	
AMSTERDAM	KLM	S	285	0	30	1.6	31.1	39.7	10.8	4.4	2.5	0.3	0.0	0.0	0.0	9.5	10	78.1	12	262	
<b>TOTAL AMSTERDAM</b>			<b>631</b>	<b>0</b>	<b>54</b>	<b>1.0</b>	<b>25.1</b>	<b>39.6</b>	<b>12.0</b>	<b>7.3</b>	<b>4.4</b>	<b>1.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7.9</b>	<b>18</b>	<b>77.7</b>	<b>14</b>	<b>601</b>	
<b>TOTAL NETHERLANDS</b>			<b>631</b>	<b>0</b>	<b>54</b>	<b>1.0</b>	<b>25.1</b>	<b>39.6</b>	<b>12.0</b>	<b>7.3</b>	<b>4.4</b>	<b>1.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7.9</b>	<b>18</b>	<b>77.7</b>	<b>14</b>	<b>601</b>	
<b>NORWAY</b>																					
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	23	1		
<b>TOTAL BERGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>23</b>	<b>1</b>		
<b>TOTAL NORWAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>23</b>	<b>1</b>		
<b>PAKISTAN</b>																					
ISLAMABAD	PAKISTAN INTL AIRLINES	S	28	0	0	3.6	14.3	35.7	14.3	21.4	10.7	0.0	0.0	0.0	0.0	25	33.3	116	28		
<b>TOTAL ISLAMABAD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.3</b>	<b>35.7</b>	<b>14.3</b>	<b>21.4</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>33.3</b>	<b>116</b>	<b>28</b>		
<b>TOTAL PAKISTAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.3</b>	<b>35.7</b>	<b>14.3</b>	<b>21.4</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>33.3</b>	<b>116</b>	<b>28</b>		
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	28	0	0	7.1	28.6	42.9	3.6	10.7	0.0	0.0	7.1	0.0	0.0	23	84.6	6	26		
<b>TOTAL BYDGOSZCZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>42.9</b>	<b>3.6</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>84.6</b>	<b>6</b>	<b>26</b>		
GDANSK	RYANAIR	S	16	0	0	6.3	12.5	75.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6	100.0	1	18		
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>75.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>18</b>		
KATOWICE	RYANAIR	S	16	0	2	11.1	16.7	55.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11.1	5	83.3	18	18	
KATOWICE	WIZZ AIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>15.0</b>	<b>60.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>6</b>	<b>83.3</b>	<b>18</b>	<b>18</b>		
KRAKOW	JET2.COM LTD	S	17	0	2	5.3	31.6	31.6	0.0	10.5	5.3	5.3	0.0	0.0	0.0	19	0.0	0	0		
KRAKOW	RYANAIR	S	17	0	0	5.9	17.6	47.1	17.6	0.0	11.8	0.0	0.0	0.0	0.0	15	100.0	2	19		
KRAKOW	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2		
KRAKOW	TUI AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late							
<b>TOTAL KRAKOW</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>28.9</b>	<b>36.8</b>	<b>7.9</b>	<b>5.3</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>16</b>	<b>100.0</b>	<b>2</b>	<b>21</b>	
POZNAN	WIZZ AIR	S	18	0	0	5.6	5.6	33.3	0.0	27.8	22.2	5.6	0.0	0.0	0.0	0.0	39	56.3	18	16	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</b>	<b>33.3</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>56.3</b>	<b>18</b>	<b>16</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	20	0	0	25.0	15.0	20.0	15.0	10.0	10.0	5.0	0.0	0.0	0.0	0.0	22	87.5	5	16	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>15.0</b>	<b>20.0</b>	<b>15.0</b>	<b>10.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	25	0	1	15.4	30.8	26.9	15.4	3.8	3.8	0.0	0.0	0.0	0.0	3.8	9	57.1	16	28	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>15.4</b>	<b>30.8</b>	<b>26.9</b>	<b>15.4</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>9</b>	<b>57.1</b>	<b>16</b>	<b>28</b>	
WROCLAW	WIZZ AIR	S	14	0	2	0.0	6.3	37.5	12.5	12.5	18.8	0.0	0.0	0.0	0.0	12.5	26	88.9	4	18	
<b>TOTAL WROCLAW</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>6.3</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>26</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>175</b>	<b>0</b>	<b>7</b>	<b>9.3</b>	<b>20.3</b>	<b>40.1</b>	<b>7.1</b>	<b>9.3</b>	<b>7.1</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>18</b>	<b>81.4</b>	<b>9</b>	<b>161</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
FARO	JET2.COM LTD	S	41	0	0	12.2	31.7	43.9	7.3	0.0	0.0	0.0	0.0	4.9	0.0	0.0	35	100.0	0	2	
FARO	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.9	16	32	
FARO	RYANAIR	S	28	0	1	10.3	24.1	34.5	17.2	6.9	0.0	3.4	0.0	0.0	0.0	3.4	15	76.9	11	26	
FARO	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	15	1	
<b>TOTAL FARO</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>27.8</b>	<b>41.7</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>1.4</b>	<b>27</b>	<b>75.4</b>	<b>13</b>	<b>61</b>	
LISBON	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	4	28	
<b>TOTAL LISBON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.9</b>	<b>4</b>	<b>28</b>	
OPORTO (PORTUGAL)	RYANAIR	S	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	8	4	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>75.0</b>	<b>8</b>	<b>4</b>	
<b>TOTAL PORTUGAL</b>			<b>75</b>	<b>0</b>	<b>1</b>	<b>10.5</b>	<b>26.3</b>	<b>43.4</b>	<b>10.5</b>	<b>3.9</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>1.3</b>	<b>26</b>	<b>80.6</b>	<b>10</b>	<b>93</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
FUNCHAL	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	18	
FUNCHAL	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	66.7	220	9	
<b>TOTAL FUNCHAL</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>18.2</b>	<b>45.5</b>	<b>18.2</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.2</b>	<b>76</b>	<b>27</b>	
<b>TOTAL PORTUGAL</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>18.2</b>	<b>45.5</b>	<b>18.2</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.2</b>	<b>76</b>	<b>27</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	27.4	35.5	17.7	11.3	3.2	1.6	0.0	3.2	0.0	0.0	0.0	14	93.5	13	62	
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>35.5</b>	<b>17.7</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.5</b>	<b>13</b>	<b>62</b>	
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>35.5</b>	<b>17.7</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.5</b>	<b>13</b>	<b>62</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	28	0	1	3.4	10.3	27.6	31.0	17.2	0.0	0.0	6.9	0.0	0.0	3.4	33	0.0	0	0	
BUCHAREST (OTOPENI)	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	22	28	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BUCHAREST (OTOPENI)	WIZZ AIR	S	20	0	0	5.0	30.0	20.0	20.0	5.0	20.0	0.0	0.0	0.0	0.0	0.0	25	55.6	19	18	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>4.1</b>	<b>18.4</b>	<b>24.5</b>	<b>26.5</b>	<b>12.2</b>	<b>8.2</b>	<b>0.0</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>29</b>	<b>56.5</b>	<b>21</b>	<b>46</b>	
CLUJ NAPOCA	BLUE AIR TRANSPORT AERIAN	S	20	0	0	15.0	25.0	25.0	5.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
CLUJ NAPOCA	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	28	
<b>TOTAL CLUJ NAPOCA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>25.0</b>	<b>25.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>100.0</b>	<b>0</b>	<b>28</b>	
<b>TOTAL ROMANIA</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>20.3</b>	<b>24.6</b>	<b>20.3</b>	<b>11.6</b>	<b>5.8</b>	<b>5.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>31</b>	<b>73.0</b>	<b>13</b>	<b>74</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	30	0	0	10.0	30.0	20.0	6.7	16.7	3.3	0.0	13.3	0.0	0.0	0.0	39	88.5	6	26	
<b>TOTAL BRATISLAVA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>6.7</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>88.5</b>	<b>6</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>6.7</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>88.5</b>	<b>6</b>	<b>26</b>	
<b>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
ALICANTE	JET2.COM LTD	S	53	0	1	1.9	29.6	48.1	11.1	0.0	3.7	0.0	0.0	3.7	0.0	1.9	68	100.0	1	2	
ALICANTE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	5	62	
ALICANTE	RYANAIR	S	61	0	2	9.5	25.4	44.4	9.5	4.8	3.2	0.0	0.0	0.0	0.0	3.2	9	82.3	9	62	
ALICANTE	TUI AIRWAYS LTD	C	14	0	0	0.0	28.6	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	18	9	
ALICANTE	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
ALICANTE	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.3	19	14	
<b>TOTAL ALICANTE</b>			<b>130</b>	<b>0</b>	<b>3</b>	<b>5.3</b>	<b>27.1</b>	<b>45.9</b>	<b>12.0</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>2.3</b>	<b>33</b>	<b>81.5</b>	<b>9</b>	<b>149</b>	
ALMERIA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1	
<b>TOTAL ALMERIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>64</b>	<b>1</b>	
BARCELONA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.4	9	36	
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
BARCELONA	RYANAIR	S	64	0	2	6.1	21.2	47.0	13.6	9.1	0.0	0.0	0.0	0.0	0.0	3.0	11	76.6	14	64	
BARCELONA	VUELING AIRLINES	S	26	0	0	7.7	19.2	38.5	11.5	19.2	3.8	0.0	0.0	0.0	0.0	0.0	15	45.8	22	24	
<b>TOTAL BARCELONA</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>20.7</b>	<b>44.6</b>	<b>13.0</b>	<b>12.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>12</b>	<b>71.3</b>	<b>14</b>	<b>128</b>	
GIRONA	RYANAIR	S	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	6	
<b>TOTAL GIRONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>3</b>	<b>6</b>	
GRANADA	BMI REGIONAL	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL GRANADA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
IBIZA	RYANAIR	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	10	4	
<b>TOTAL IBIZA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>10</b>	<b>4</b>	
LIEIDA	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3	
LIEIDA	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL LIEIDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	
MADRID	IBERIA EXPRESS	S	28	0	0	3.6	35.7	42.9	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	78.6	10	28	
MADRID	RYANAIR	S	34	0	0	0.0	17.6	50.0	29.4	2.9	0.0	0.0	0.0	0.0	0.0	0.0	11	41.2	29	34	
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>25.8</b>	<b>46.8</b>	<b>24.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>58.1</b>	<b>20</b>	<b>62</b>	
MALAGA	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MALAGA	JET2.COM LTD	S	45	0	1	0.0	32.6	34.8	8.7	6.5	8.7	6.5	0.0	0.0	0.0	2.2	25	100.0	0	2	
MALAGA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	18	48	
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	13	18	
MALAGA	RYANAIR	S	51	0	3	5.6	24.1	38.9	7.4	5.6	11.1	0.0	1.9	0.0	0.0	5.6	21	77.8	11	54	
MALAGA	TUI AIRWAYS LTD	C	13	0	0	0.0	7.7	53.8	15.4	7.7	0.0	0.0	15.4	0.0	0.0	0.0	46	88.9	8	9	
MALAGA	VUELING AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	78.6	10	28	
<b>TOTAL MALAGA</b>			<b>110</b>	<b>0</b>	<b>4</b>	<b>2.6</b>	<b>25.4</b>	<b>39.5</b>	<b>8.8</b>	<b>6.1</b>	<b>8.8</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>25</b>	<b>76.3</b>	<b>13</b>	<b>160</b>	
MURCIA SAN JAVIER	RYANAIR	S	20	0	2	4.5	22.7	50.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	9.1	6	71.4	12	21	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>22.7</b>	<b>50.0</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>6</b>	<b>71.4</b>	<b>12</b>	<b>21</b>	
PALMA DE MALLORCA	JET2.COM LTD	S	22	0	0	4.5	13.6	50.0	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	7	2	
PALMA DE MALLORCA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
PALMA DE MALLORCA	RYANAIR	S	14	0	0	7.1	14.3	50.0	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	40	84.6	9	26	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	1	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	1	
<b>TOTAL PALMA DE MALLORCA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>14.3</b>	<b>52.4</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>87.5</b>	<b>8</b>	<b>32</b>	
REUS	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	8	4	
<b>TOTAL REUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>75.0</b>	<b>8</b>	<b>4</b>	
SANTANDER	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
<b>TOTAL SANTANDER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>16</b>	<b>1</b>	
SEVILLE	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>470</b>	<b>0</b>	<b>11</b>	<b>4.4</b>	<b>23.7</b>	<b>45.7</b>	<b>13.5</b>	<b>5.2</b>	<b>3.1</b>	<b>0.6</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>2.3</b>	<b>21</b>	<b>75.1</b>	<b>12</b>	<b>572</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	41	0	0	12.2	24.4	34.1	14.6	7.3	7.3	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
ARRECIFE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	13	28	
ARRECIFE	RYANAIR	S	28	0	0	14.3	25.0	28.6	21.4	10.7	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	6	28	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	27	0	0	3.7	22.2	44.4	11.1	3.7	3.7	3.7	3.7	3.7	0.0	0.0	53	65.0	13	20	
ARRECIFE	TUI AIRWAYS LTD	C	26	0	0	7.7	15.4	42.3	11.5	11.5	3.8	0.0	7.7	0.0	0.0	0.0	29	84.6	6	26	
ARRECIFE	TUI AIRWAYS LTD	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL ARRECIFE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>21.8</b>	<b>37.1</b>	<b>14.5</b>	<b>8.1</b>	<b>4.8</b>	<b>0.8</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>79.4</b>	<b>9</b>	<b>102</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	5.6	22.2	44.4	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
FUERTEVENTURA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18	
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	33.3	55.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	36	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	17	0	0	11.8	23.5	29.4	17.6	11.8	0.0	0.0	5.9	0.0	0.0	0.0	28	55.6	40	18	
FUERTEVENTURA	TUI AIRWAYS LTD	C	16	0	0	6.3	25.0	43.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	55.6	25	18	
<b>TOTAL FUERTEVENTURA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>26.1</b>	<b>43.5</b>	<b>13.0</b>	<b>7.2</b>	<b>2.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>62.5</b>	<b>27</b>	<b>72</b>	
LAS PALMAS	JET2.COM LTD	S	27	0	0	3.7	29.6	29.6	11.1	14.8	3.7	0.0	7.4	0.0	0.0	0.0	28	0.0	0	0	
LAS PALMAS	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	11	16	
LAS PALMAS	RYANAIR	S	20	0	0	10.0	40.0	25.0	10.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	12	75.0	10	20	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	12	2	
LAS PALMAS	TUI AIRWAYS LTD	C	28	0	0	10.7	25.0	28.6	21.4	3.6	3.6	0.0	0.0	7.1	0.0	0.0	53	72.2	9	18	
<b>TOTAL LAS PALMAS</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>29.9</b>	<b>27.3</b>	<b>15.6</b>	<b>7.8</b>	<b>5.2</b>	<b>0.0</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>75.0</b>	<b>10</b>	<b>56</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	52	0	0	9.6	21.2	38.5	13.5	7.7	5.8	0.0	3.8	0.0	0.0	0.0	21	100.0	3	2	
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.5	11	80	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	28	26	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	36	0	0	2.8	22.2	55.6	5.6	8.3	0.0	0.0	5.6	0.0	0.0	0.0	24	69.4	19	36	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	20	0	0	0.0	20.0	50.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	13	84.6	18	26	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	35	0	0	2.9	14.3	60.0	5.7	8.6	0.0	2.9	0.0	5.7	0.0	0.0	44	91.7	5	36	
TENERIFE (SURREINA SOFIA)	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	20	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>19.6</b>	<b>49.7</b>	<b>9.8</b>	<b>9.1</b>	<b>2.1</b>	<b>0.7</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>74.6</b>	<b>15</b>	<b>224</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>413</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>23.2</b>	<b>40.7</b>	<b>12.8</b>	<b>8.2</b>	<b>3.6</b>	<b>0.5</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>73.8</b>	<b>15</b>	<b>454</b>	
ARVIDSJAUR	GERMANIA FLUGGESELLSCHAFT	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	5	5	
ARVIDSJAUR	TUI AIRWAYS LTD	C	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ARVIDSJAUR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.0</b>	<b>5</b>	<b>5</b>	
GOTEBORG (LANDVETTER)	BMI REGIONAL	S	11	0	3	0.0	7.1	35.7	14.3	7.1	7.1	0.0	7.1	0.0	0.0	21.4	43	0.0	0	0	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>11</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>7.1</b>	<b>35.7</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>21.4</b>	<b>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KIRUNA	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2	
<b>TOTAL KIRUNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>20</b>	<b>2</b>	
STOCKHOLM (ARLANDA)	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
STOCKHOLM (ARLANDA)	SAS	S	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	71	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>19</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>22.7</b>	<b>27.3</b>	<b>13.6</b>	<b>4.5</b>	<b>13.6</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>13.6</b>	<b>34</b>	<b>71.4</b>	<b>9</b>	<b>7</b>	
<b>SWITZERLAND</b>																					
GENEVA	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	67	0	8	1.3	16.0	29.3	14.7	18.7	5.3	4.0	0.0	0.0	0.0	10.7	27	61.8	16	76	
GENEVA	EASYJET SWITZERLAND	S	44	0	0	6.8	36.4	20.5	6.8	6.8	13.6	0.0	6.8	2.3	0.0	0.0	47	86.4	7	44	
GENEVA	FLYBE LTD	S	8	0	2	0.0	30.0	20.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	26	22.2	43	9	
GENEVA	GAINJET AVIATION	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
GENEVA	JET2.COM LTD	S	26	0	2	7.1	17.9	28.6	17.9	10.7	7.1	3.6	0.0	0.0	0.0	7.1	22	0.0	0	0	
GENEVA	THOMAS COOK AIRLINES LTD	C	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	690	0.0	0	0	
GENEVA	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	24	5	
GENEVA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL GENEVA</b>			<b>156</b>	<b>0</b>	<b>12</b>	<b>4.2</b>	<b>21.4</b>	<b>27.4</b>	<b>13.1</b>	<b>12.5</b>	<b>8.3</b>	<b>2.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>7.1</b>	<b>40</b>	<b>67.6</b>	<b>15</b>	<b>139</b>	
ZURICH	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
ZURICH	SWISS AIRLINES	S	103	0	1	4.8	32.7	46.2	9.6	3.8	0.0	0.0	1.9	0.0	0.0	1.0	11	75.9	11	108	
<b>TOTAL ZURICH</b>			<b>104</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>32.4</b>	<b>45.7</b>	<b>9.5</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>75.9</b>	<b>11</b>	<b>108</b>	
<b>TOTAL SWITZERLAND</b>			<b>260</b>	<b>0</b>	<b>13</b>	<b>4.4</b>	<b>25.6</b>	<b>34.4</b>	<b>11.7</b>	<b>9.2</b>	<b>5.5</b>	<b>1.5</b>	<b>1.8</b>	<b>1.1</b>	<b>0.0</b>	<b>4.8</b>	<b>28</b>	<b>71.3</b>	<b>13</b>	<b>247</b>	
<b>THAILAND</b>																					
PHUKET	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL PHUKET</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL THAILAND</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	34	8	
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	S	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>37.5</b>	<b>34</b>	<b>8</b>	
DALAMAN	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	6	1	
<b>TOTAL DALAMAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
ISTANBUL	THY TURKISH AIRLINES	S	92	0	1	4.3	18.3	44.1	16.1	7.5	3.2	3.2	2.2	0.0	0.0	1.1	22	67.4	13	86	
<b>TOTAL ISTANBUL</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>18.3</b>	<b>44.1</b>	<b>16.1</b>	<b>7.5</b>	<b>3.2</b>	<b>3.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>67.4</b>	<b>13</b>	<b>86</b>	
<b>TOTAL TURKEY</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>20.6</b>	<b>42.2</b>	<b>15.7</b>	<b>8.8</b>	<b>2.9</b>	<b>2.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>22</b>	<b>65.3</b>	<b>15</b>	<b>95</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TURKMENISTAN</b>																					
ASHKHABAD	TURKMENISTAN AIRLINES	S	43	0	0	0.0	0.0	2.3	2.3	9.3	9.3	34.9	34.9	7.0	0.0	0.0	193	19.2	36	26	
<b>TOTAL ASHKHABAD</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>2.3</b>	<b>9.3</b>	<b>9.3</b>	<b>34.9</b>	<b>34.9</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>193</b>	<b>19.2</b>	<b>36</b>	<b>26</b>	
<b>TOTAL TURKMENISTAN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>2.3</b>	<b>9.3</b>	<b>9.3</b>	<b>34.9</b>	<b>34.9</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>193</b>	<b>19.2</b>	<b>36</b>	<b>26</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	124	0	1	4.8	16.0	31.2	22.4	14.4	6.4	2.4	1.6	0.0	0.0	0.8	28	78.5	12	186	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>16.0</b>	<b>31.2</b>	<b>22.4</b>	<b>14.4</b>	<b>6.4</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>28</b>	<b>78.5</b>	<b>12</b>	<b>186</b>	
DUBAI (WORLD CENTRAL)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	4	
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>4</b>	
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>16.0</b>	<b>31.2</b>	<b>22.4</b>	<b>14.4</b>	<b>6.4</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>28</b>	<b>77.9</b>	<b>12</b>	<b>190</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	147	0	9	3.2	32.7	31.4	5.8	7.1	9.6	3.2	1.3	0.0	0.0	5.8	23	85.7	13	189	
<b>TOTAL ABERDEEN</b>			<b>147</b>	<b>0</b>	<b>9</b>	<b>3.2</b>	<b>32.7</b>	<b>31.4</b>	<b>5.8</b>	<b>7.1</b>	<b>9.6</b>	<b>3.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>23</b>	<b>85.7</b>	<b>13</b>	<b>189</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	369	0	24	5.1	33.6	29.8	8.7	6.4	7.9	2.0	0.5	0.0	0.0	6.1	18	88.1	7	368	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>369</b>	<b>0</b>	<b>24</b>	<b>5.1</b>	<b>33.6</b>	<b>29.8</b>	<b>8.7</b>	<b>6.4</b>	<b>7.9</b>	<b>2.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>18</b>	<b>88.1</b>	<b>7</b>	<b>368</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	149	0	7	1.9	33.3	36.5	12.8	7.7	1.3	1.3	0.0	0.6	0.0	4.5	15	84.1	8	164	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>149</b>	<b>0</b>	<b>7</b>	<b>1.9</b>	<b>33.3</b>	<b>36.5</b>	<b>12.8</b>	<b>7.7</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>4.5</b>	<b>15</b>	<b>84.1</b>	<b>8</b>	<b>164</b>	
BRISTOL	BMI REGIONAL	S	6	0	2	0.0	12.5	12.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	25.0	28	100.0	1	4	
BRISTOL	TUI AIRWAYS LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>7</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>24</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
CARDIFF WALES	FLYBE LTD	S	3	0	0	33.3	0.0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	68	66.7	15	3	
CARDIFF WALES	VUELING AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>66.7</b>	<b>15</b>	<b>3</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	382	4	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>50.0</b>	<b>382</b>	<b>4</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	74	2	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>74</b>	<b>2</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EDINBURGH	BRITISH AIRWAYS PLC	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	52	0.0	31	1	
EDINBURGH	FLYBE LTD	S	341	0	32	1.6	34.6	34.9	8.3	4.8	3.8	2.4	1.1	0.0	0.0	8.6	17	80.7	14	388	
EDINBURGH	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
EDINBURGH	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>344</b>	<b>0</b>	<b>32</b>	<b>1.6</b>	<b>34.3</b>	<b>34.8</b>	<b>8.2</b>	<b>4.8</b>	<b>4.3</b>	<b>2.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>18</b>	<b>80.3</b>	<b>14</b>	<b>391</b>	
EXETER	FLYBE LTD	S	9	0	0	22.2	11.1	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	100.0	0	2	
<b>TOTAL EXETER</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
GATWICK	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	63	0.0	0	0	
GATWICK	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
GATWICK	TUI AIRWAYS LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>7</b>	<b>2</b>	
GLASGOW	FLYBE LTD	S	320	0	35	2.5	31.8	33.8	6.8	3.9	7.3	3.4	0.6	0.0	0.0	9.9	20	83.6	9	375	
GLASGOW	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL GLASGOW</b>			<b>320</b>	<b>0</b>	<b>35</b>	<b>2.5</b>	<b>31.8</b>	<b>33.8</b>	<b>6.8</b>	<b>3.9</b>	<b>7.3</b>	<b>3.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>9.9</b>	<b>20</b>	<b>83.7</b>	<b>9</b>	<b>377</b>	
GUERNSEY	FLYBE LTD	S	48	0	2	0.0	22.0	42.0	10.0	10.0	4.0	6.0	2.0	0.0	0.0	4.0	27	75.0	17	50	
<b>TOTAL GUERNSEY</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.0</b>	<b>42.0</b>	<b>10.0</b>	<b>10.0</b>	<b>4.0</b>	<b>6.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>27</b>	<b>75.0</b>	<b>17</b>	<b>50</b>	
HEATHROW	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HUMBERSIDE	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	127	0.0	0	0	
HUMBERSIDE	FLYBE LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
INVERNESS	FLYBE LTD	S	63	0	0	3.2	25.4	47.6	7.9	7.9	6.3	0.0	1.6	0.0	0.0	0.0	17	59.7	24	62	
<b>TOTAL INVERNESS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>25.4</b>	<b>47.6</b>	<b>7.9</b>	<b>7.9</b>	<b>6.3</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>59.7</b>	<b>24</b>	<b>62</b>	
ISLE OF MAN	FLYBE LTD	S	70	0	2	0.0	19.4	34.7	18.1	16.7	4.2	1.4	1.4	1.4	0.0	2.8	29	70.3	18	73	
<b>TOTAL ISLE OF MAN</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.4</b>	<b>34.7</b>	<b>18.1</b>	<b>16.7</b>	<b>4.2</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>2.8</b>	<b>29</b>	<b>70.3</b>	<b>18</b>	<b>73</b>	
JERSEY	FLYBE LTD	S	64	0	6	0.0	22.9	34.3	14.3	10.0	5.7	4.3	0.0	0.0	0.0	8.6	25	69.7	14	62	
<b>TOTAL JERSEY</b>			<b>64</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>22.9</b>	<b>34.3</b>	<b>14.3</b>	<b>10.0</b>	<b>5.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>25</b>	<b>69.7</b>	<b>14</b>	<b>62</b>	
LEEDS BRADFORD	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	104	0.0	0	0	
LEEDS BRADFORD	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	6	
<b>TOTAL LEEDS BRADFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>104</b>	<b>66.7</b>	<b>9</b>	<b>6</b>	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1	
LIVERPOOL (JOHN LENNON)	STOBART AIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	172	0.0	0	0	
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	304	0.0	0	0	
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	64	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>180</b>	<b>0.0</b>	<b>46</b>	<b>1</b>
LONDON CITY	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL LONDON CITY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LUTON	JET2.COM LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	EMIRATES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
MANCHESTER	FLYBE LTD	S	3	0	0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	176	50.0	19	2
MANCHESTER	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	243	33.3	21	3
MANCHESTER	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	3
MANCHESTER	SAS	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
MANCHESTER	THOMAS COOK AIRLINES LTD	S	3	0	0	0.0	33.3	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	56	0.0	0	0
MANCHESTER	TUI AIRWAYS LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>102</b>	<b>25.0</b>	<b>23</b>	<b>8</b>
NEWCASTLE	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	1
NEWCASTLE	SLAVIA	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	96	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>96</b>	<b>0.0</b>	<b>79</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	9	0	2	9.1	18.2	27.3	9.1	0.0	0.0	18.2	0.0	0.0	0.0	18.2	34	50.0	27	14
<b>TOTAL NEWQUAY</b>			<b>9</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>18.2</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>34</b>	<b>50.0</b>	<b>27</b>	<b>14</b>
SOUTHAMPTON	FLYBE LTD	S	6	0	0	0.0	16.7	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	27	40.0	36	5
<b>TOTAL SOUTHAMPTON</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>40.0</b>	<b>36</b>	<b>5</b>
SOUTHEND	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	JET2.COM LTD	S	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
STANSTED	RYANAIR	S	6	0	0	0.0	0.0	16.7	16.7	16.7	33.3	16.7	0.0	0.0	0.0	0.0	63	62.5	15	8
<b>TOTAL STANSTED</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>62.5</b>	<b>15</b>	<b>8</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1654</b>	<b>0</b>	<b>121</b>	<b>2.8</b>	<b>31.0</b>	<b>33.4</b>	<b>9.1</b>	<b>6.9</b>	<b>6.2</b>	<b>2.9</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>6.8</b>	<b>21</b>	<b>81.0</b>	<b>13</b>	<b>1796</b>
<b>USA</b>																				
NEW YORK (NEWARK)	UNITED AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.5	4	40
<b>TOTAL NEW YORK (NEWARK)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.5</b>	<b>4</b>	<b>40</b>
SANFORD	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	1
<b>TOTAL SANFORD</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>1</b>
<b>TOTAL USA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>92.7</b>	<b>4</b>	<b>41</b>
<b>TOTAL BIRMINGHAM</b>			<b>7418</b>	<b>0</b>	<b>385</b>	<b>4.1</b>	<b>26.7</b>	<b>36.0</b>	<b>11.3</b>	<b>7.9</b>	<b>4.7</b>	<b>2.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>4.9</b>	<b>24</b>	<b>81.2</b>	<b>11</b>	<b>8204</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	440	66.7	9	3	
<b>TOTAL BRIDGETOWN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>440</b>	<b>66.7</b>	<b>9</b>	<b>3</b>	
<b>TOTAL BARBADOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>440</b>	<b>66.7</b>	<b>9</b>	<b>3</b>	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	12	9	
<b>TOTAL PAPHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>12</b>	<b>9</b>	
<b>TOTAL CYPRUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>66.7</b>	<b>12</b>	<b>9</b>	
<b>FRANCE</b>																					
PARIS (LE BOURGET)	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL PARIS (LE BOURGET)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FRANCE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ICELAND</b>																					
AKUREYRI	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	230	0.0	0	0	
<b>TOTAL AKUREYRI</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>230</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>230</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</b>																					
TURIN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0	0	
<b>TOTAL TURIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>101</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>101</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	16	0	3	0.0	15.8	36.8	10.5	10.5	5.3	5.3	0.0	0.0	0.0	15.8	24	72.2	17	18	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>15.8</b>	<b>36.8</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>	<b>24</b>	<b>72.2</b>	<b>17</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>15.8</b>	<b>36.8</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>	<b>24</b>	<b>72.2</b>	<b>17</b>	<b>18</b>	
<b>NORWAY</b>																					
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TROMSOE	GERMANIA FLUGGESELLSCHAFT	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL TROMSOE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
KRAKOW	RYANAIR	S	16	0	0	0.0	18.8	56.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	9	18	
<b>TOTAL KRAKOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>56.3</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>9</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>56.3</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.7</b>	<b>9</b>	<b>18</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	RYANAIR	S	22	0	0	4.5	27.3	36.4	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	81.8	15	22	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 1 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL FARO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>36.4</b>	<b>22.7</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.8</b>	<b>15</b>	<b>22</b>	
<b>TOTAL PORTUGAL</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>36.4</b>	<b>22.7</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.8</b>	<b>15</b>	<b>22</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	RYANAIR	S	21	0	0	0.0	28.6	42.9	4.8	9.5	0.0	4.8	9.5	0.0	0.0	0.0	40	86.4	7	22	
<b>TOTAL ALICANTE</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>86.4</b>	<b>7</b>	<b>22</b>	
<b>ASTURIAS</b>	EASYJET AIRLINE COMPANY LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ASTURIAS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GIRONA</b>	RYANAIR	S	7	0	0	14.3	14.3	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	17	6	
<b>TOTAL GIRONA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>42.9</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>17</b>	<b>6</b>	
<b>MADRID</b>	RYANAIR	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MADRID</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALAGA</b>	RYANAIR	S	26	0	0	15.4	19.2	42.3	11.5	3.8	0.0	3.8	3.8	0.0	0.0	0.0	22	86.4	7	22	
<b>TOTAL MALAGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>19.2</b>	<b>42.3</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>86.4</b>	<b>7</b>	<b>22</b>	
<b>MURCIA SAN JAVIER</b>	RYANAIR	S	8	0	1	11.1	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	7	87.5	0	7	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>7</b>	<b>87.5</b>	<b>0</b>	<b>7</b>	
<b>PALMA DE MALLORCA</b>	RYANAIR	S	13	0	0	7.7	7.7	84.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8	
<b>PALMA DE MALLORCA</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>7.1</b>	<b>85.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>SEVILLE</b>	ENTER AIR	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>12.3</b>	<b>21.0</b>	<b>46.9</b>	<b>7.4</b>	<b>4.9</b>	<b>0.0</b>	<b>2.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>19</b>	<b>87.9</b>	<b>6</b>	<b>65</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	16	0	0	12.5	18.8	37.5	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	17	88.9	5	18	
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>18.8</b>	<b>37.5</b>	<b>12.5</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>LAS PALMAS</b>	RYANAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	87.5	15	8	
<b>LAS PALMAS</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	37.5	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	58	87.5	6	8	
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>87.5</b>	<b>11</b>	<b>16</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	RYANAIR	S	8	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	80.0	5	10	
<b>TENERIFE (SURREINA SOFIA)</b>	TUI AIRWAYS LTD	C	18	0	1	0.0	21.1	57.9	5.3	5.3	5.3	0.0	0.0	0.0	0.0	5.3	13	88.9	8	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.9</b>	<b>48.1</b>	<b>11.1</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>14</b>	<b>85.7</b>	<b>7</b>	<b>28</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>24.5</b>	<b>43.4</b>	<b>11.3</b>	<b>3.8</b>	<b>7.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>87.1</b>	<b>7</b>	<b>62</b>	
<b>SWITZERLAND</b>																					
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	4	0.0	10.0	26.7	20.0	23.3	6.7	0.0	0.0	0.0	0.0	13.3	25	80.4	10	56	
<b>GENEVA</b>	EASYJET SWITZERLAND	S	22	0	4	7.7	23.1	38.5	3.8	3.8	7.7	0.0	0.0	0.0	0.0	15.4	12	100.0	1	6	

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GENEVA</b>			<b>48</b>	<b>0</b>	<b>8</b>	<b>3.6</b>	<b>16.1</b>	<b>32.1</b>	<b>12.5</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>19</b>	<b>82.3</b>	<b>9</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>48</b>	<b>0</b>	<b>8</b>	<b>3.6</b>	<b>16.1</b>	<b>32.1</b>	<b>12.5</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>19</b>	<b>82.3</b>	<b>9</b>	<b>62</b>
<b>UNITED KINGDOM</b>																				
<b>BIRMINGHAM</b>	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MANCHESTER</b>	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	2
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>33</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>50.0</b>	<b>33</b>	<b>2</b>
<b>TOTAL BOURNEMOUTH</b>			<b>251</b>	<b>0</b>	<b>13</b>	<b>5.7</b>	<b>21.2</b>	<b>41.7</b>	<b>10.6</b>	<b>8.3</b>	<b>3.8</b>	<b>1.1</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>4.9</b>	<b>21</b>	<b>82.1</b>	<b>9</b>	<b>261</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	20	0	0	0.0	45.0	30.0	5.0	10.0	10.0	0.0	0.0	0.0	0.0	17	81.3	14	16		
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	14	0	2	6.3	31.3	18.8	6.3	12.5	0.0	0.0	12.5	0.0	12.5	96	68.8	14	16		
<b>TOTAL INNSBRUCK</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>38.9</b>	<b>25.0</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>49</b>	<b>75.0</b>	<b>14</b>	<b>32</b>		
SALZBURG	EASYJET AIRLINE COMPANY LTD	S	14	0	4	11.1	22.2	16.7	5.6	0.0	16.7	5.6	0.0	0.0	22.2	35	62.5	32	16		
SALZBURG	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	67	66.7	13	3		
<b>TOTAL SALZBURG</b>			<b>17</b>	<b>0</b>	<b>4</b>	<b>9.5</b>	<b>19.0</b>	<b>14.3</b>	<b>4.8</b>	<b>4.8</b>	<b>23.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>19.0</b>	<b>41</b>	<b>63.2</b>	<b>29</b>	<b>19</b>		
VIENNA	EASYJET AIRLINE COMPANY LTD	S	16	0	2	0.0	27.8	22.2	22.2	5.6	0.0	0.0	5.6	0.0	11.1	54	72.2	16	18		
<b>TOTAL VIENNA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>54</b>	<b>72.2</b>	<b>16</b>	<b>18</b>		
<b>TOTAL AUSTRIA</b>			<b>67</b>	<b>0</b>	<b>8</b>	<b>4.0</b>	<b>30.7</b>	<b>21.3</b>	<b>9.3</b>	<b>8.0</b>	<b>9.3</b>	<b>1.3</b>	<b>1.3</b>	<b>4.0</b>	<b>0.0</b>	<b>10.7</b>	<b>48</b>	<b>71.0</b>	<b>18</b>	<b>69</b>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	137	0	8	0.7	20.0	49.7	8.3	7.6	4.8	1.4	2.1	0.0	0.0	5.5	19	100.0	15	1	
BRUSSELS	BRUSSELS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.7	14	145		
<b>TOTAL BRUSSELS</b>			<b>137</b>	<b>0</b>	<b>8</b>	<b>0.7</b>	<b>20.0</b>	<b>49.7</b>	<b>8.3</b>	<b>7.6</b>	<b>4.8</b>	<b>1.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>19</b>	<b>70.9</b>	<b>14</b>	<b>146</b>	
<b>TOTAL BELGIUM</b>			<b>137</b>	<b>0</b>	<b>8</b>	<b>0.7</b>	<b>20.0</b>	<b>49.7</b>	<b>8.3</b>	<b>7.6</b>	<b>4.8</b>	<b>1.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>19</b>	<b>70.9</b>	<b>14</b>	<b>146</b>	
<b>BULGARIA</b>																					
SOFIA	ENTER AIR	C	10	0	0	10.0	0.0	10.0	0.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	71	40.0	15	5	
SOFIA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	18		
<b>TOTAL SOFIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>71</b>	<b>87.0</b>	<b>5</b>	<b>23</b>	
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>71</b>	<b>87.0</b>	<b>5</b>	<b>23</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	50.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	294	0.0	0	0	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	111	10		
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>294</b>	<b>80.0</b>	<b>111</b>	<b>10</b>	
<b>TOTAL CAPE VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>294</b>	<b>80.0</b>	<b>111</b>	<b>10</b>	
<b>CROATIA</b>																					
ZADAR	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
<b>TOTAL ZADAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>TOTAL CROATIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	100.0	12	1		
<b>TOTAL LARNACA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>100.0</b>	<b>12</b>	<b>1</b>		
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	25	0	0	4.0	28.0	28.0	16.0	16.0	8.0	0.0	0.0	0.0	0.0	20	75.0	17	20		
PAPHOS	TUI AIRWAYS LTD	C	9	0	0	11.1	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	6	10		
<b>TOTAL PAPHOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>38.2</b>	<b>11.8</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.0</b>	<b>13</b>	<b>30</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BRISTOL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CYPRUS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>25.7</b>	<b>37.1</b>	<b>11.4</b>	<b>14.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.6</b>	<b>13</b>	<b>31</b>
<b>CZECH REPUBLIC</b>																				
<b>PRAGUE</b>	EASYJET AIRLINE COMPANY LTD	S	44	0	8	5.8	26.9	21.2	13.5	7.7	5.8	0.0	3.8	0.0	0.0	15.4	29	88.9	5	36
<b>TOTAL PRAGUE</b>			<b>44</b>	<b>0</b>	<b>8</b>	<b>5.8</b>	<b>26.9</b>	<b>21.2</b>	<b>13.5</b>	<b>7.7</b>	<b>5.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>29</b>	<b>88.9</b>	<b>5</b>	<b>36</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>44</b>	<b>0</b>	<b>8</b>	<b>5.8</b>	<b>26.9</b>	<b>21.2</b>	<b>13.5</b>	<b>7.7</b>	<b>5.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>29</b>	<b>88.9</b>	<b>5</b>	<b>36</b>
<b>DENMARK</b>																				
<b>COPENHAGEN</b>	EASYJET AIRLINE COMPANY LTD	S	16	0	2	0.0	27.8	22.2	11.1	5.6	11.1	11.1	0.0	0.0	0.0	11.1	39	100.0	1	18
<b>TOTAL COPENHAGEN</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>39</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
<b>TOTAL DENMARK</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>39</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
<b>EGYPT</b>																				
<b>HURGHADA</b>	TUI AIRWAYS LTD	C	7	0	0	14.3	0.0	42.9	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL HURGHADA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>																				
<b>KITTILA</b>	EASYJET AIRLINE COMPANY LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>KITTILA</b>	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL KITTILA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>																				
<b>BEZIERS</b>	RYANAIR	S	6	0	0	16.7	16.7	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	83.3	7	6
<b>TOTAL BEZIERS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.3</b>	<b>7</b>	<b>6</b>
<b>BORDEAUX</b>	EASYJET AIRLINE COMPANY LTD	S	20	0	2	4.5	36.4	27.3	9.1	9.1	4.5	0.0	0.0	0.0	0.0	9.1	12	83.3	11	18
<b>TOTAL BORDEAUX</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>36.4</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>12</b>	<b>83.3</b>	<b>11</b>	<b>18</b>
<b>CHAMBERY</b>	ENTER AIR	C	8	0	0	0.0	0.0	12.5	12.5	12.5	12.5	25.0	0.0	25.0	0.0	0.0	171	0.0	0	0
<b>CHAMBERY</b>	FLYBE LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>CHAMBERY</b>	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	30	8	
<b>CHAMBERY</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	70.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	24	50.0	29	8
<b>TOTAL CHAMBERY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.3</b>	<b>47.4</b>	<b>5.3</b>	<b>10.5</b>	<b>5.3</b>	<b>15.8</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>85</b>	<b>43.8</b>	<b>30</b>	<b>16</b>
<b>GRENOBLE</b>	EASYJET AIRLINE COMPANY LTD	S	22	0	2	0.0	4.2	16.7	33.3	20.8	4.2	0.0	4.2	8.3	0.0	8.3	92	25.0	28	16
<b>TOTAL GRENOBLE</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.2</b>	<b>16.7</b>	<b>33.3</b>	<b>20.8</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>92</b>	<b>25.0</b>	<b>28</b>	<b>16</b>
<b>LIMOGES</b>	RYANAIR	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	4
<b>TOTAL LIMOGES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
<b>LYON</b>	BMI REGIONAL	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0
<b>LYON</b>	EASYJET AIRLINE COMPANY LTD	S	8	0	2	10.0	30.0	10.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	20.0	25	62.5	17	8

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL LYON</b>			<b>9</b>	<b>0</b>	<b>2</b>	<b>9.1</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>9.1</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>30</b>	<b>62.5</b>	<b>17</b>	<b>8</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	2.9	20.6	47.1	2.9	20.6	5.9	0.0	0.0	0.0	0.0	0.0	16	69.2	20	26	
<b>TOTAL NICE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.6</b>	<b>47.1</b>	<b>2.9</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.2</b>	<b>20</b>	<b>26</b>	
PARIS (CHARLES DE GAULLE)	BMI REGIONAL	S	93	0	15	2.8	26.9	38.0	7.4	1.9	7.4	0.9	0.9	0.0	0.0	13.9	17	60.2	29	97	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	56	0	6	0.0	22.6	32.3	21.0	3.2	6.5	1.6	3.2	0.0	0.0	9.7	25	72.6	24	62	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>150</b>	<b>0</b>	<b>21</b>	<b>1.8</b>	<b>25.1</b>	<b>36.3</b>	<b>12.3</b>	<b>2.3</b>	<b>7.0</b>	<b>1.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>12.3</b>	<b>20</b>	<b>65.0</b>	<b>27</b>	<b>159</b>	
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	155	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>155</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	EASTERN AIRWAYS	C	64	0	0	10.9	37.5	25.0	6.3	15.6	3.1	1.6	0.0	0.0	0.0	15	78.1	12	73		
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	34	0	8	2.4	21.4	28.6	4.8	11.9	11.9	0.0	0.0	0.0	0.0	19.0	23	75.0	31	40	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>98</b>	<b>0</b>	<b>8</b>	<b>7.5</b>	<b>31.1</b>	<b>26.4</b>	<b>5.7</b>	<b>14.2</b>	<b>6.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>18</b>	<b>77.0</b>	<b>19</b>	<b>113</b>	
<b>TOTAL FRANCE</b>			<b>363</b>	<b>0</b>	<b>35</b>	<b>3.8</b>	<b>25.1</b>	<b>32.4</b>	<b>10.1</b>	<b>9.3</b>	<b>6.8</b>	<b>1.8</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>8.8</b>	<b>27</b>	<b>67.8</b>	<b>22</b>	<b>366</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	34	0	6	7.5	27.5	15.0	15.0	12.5	7.5	0.0	0.0	0.0	0.0	15.0	19	80.0	13	39	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>34</b>	<b>0</b>	<b>6</b>	<b>7.5</b>	<b>27.5</b>	<b>15.0</b>	<b>15.0</b>	<b>12.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.0</b>	<b>19</b>	<b>80.0</b>	<b>13</b>	<b>39</b>	
COLOGNE BONN	RYANAIR	S	32	0	2	14.7	41.2	20.6	11.8	2.9	2.9	0.0	0.0	0.0	0.0	5.9	10	0.0	0	0	
<b>TOTAL COLOGNE BONN</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>14.7</b>	<b>41.2</b>	<b>20.6</b>	<b>11.8</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DORTMUND	VOLOTEA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL DORTMUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
DRESDEN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
<b>TOTAL DRESDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
DUSSELDORF	BMI REGIONAL	S	38	0	12	4.0	24.0	22.0	8.0	16.0	2.0	0.0	0.0	0.0	0.0	24.0	15	58.3	22	72	
<b>TOTAL DUSSELDORF</b>			<b>38</b>	<b>0</b>	<b>12</b>	<b>4.0</b>	<b>24.0</b>	<b>22.0</b>	<b>8.0</b>	<b>16.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24.0</b>	<b>15</b>	<b>58.3</b>	<b>22</b>	<b>72</b>	
FRANKFURT MAIN	BMI REGIONAL	S	134	0	23	0.6	31.8	33.1	3.8	5.1	4.5	3.2	3.2	0.0	0.0	14.6	25	66.7	17	161	
<b>TOTAL FRANKFURT MAIN</b>			<b>134</b>	<b>0</b>	<b>23</b>	<b>0.6</b>	<b>31.8</b>	<b>33.1</b>	<b>3.8</b>	<b>5.1</b>	<b>4.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>14.6</b>	<b>25</b>	<b>66.7</b>	<b>17</b>	<b>161</b>	
HAMBURG	BMI REGIONAL	S	46	0	6	1.9	28.8	30.8	11.5	5.8	3.8	1.9	3.8	0.0	0.0	11.5	24	65.0	16	56	
<b>TOTAL HAMBURG</b>			<b>46</b>	<b>0</b>	<b>6</b>	<b>1.9</b>	<b>28.8</b>	<b>30.8</b>	<b>11.5</b>	<b>5.8</b>	<b>3.8</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>24</b>	<b>65.0</b>	<b>16</b>	<b>56</b>	
MUNICH	BMI REGIONAL	S	108	0	6	0.0	13.2	36.8	10.5	14.9	14.9	2.6	1.8	0.0	0.0	5.3	33	59.5	19	115	
<b>TOTAL MUNICH</b>			<b>108</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>13.2</b>	<b>36.8</b>	<b>10.5</b>	<b>14.9</b>	<b>14.9</b>	<b>2.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>33</b>	<b>59.5</b>	<b>19</b>	<b>115</b>	
<b>TOTAL GERMANY</b>			<b>392</b>	<b>0</b>	<b>55</b>	<b>2.7</b>	<b>26.2</b>	<b>30.0</b>	<b>8.5</b>	<b>9.4</b>	<b>6.9</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.3</b>	<b>24</b>	<b>64.8</b>	<b>18</b>	<b>447</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 1 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	22	0	2	0.0	16.7	54.2	4.2	0.0	8.3	0.0	0.0	8.3	0.0	8.3	58	73.1	76	26	
<b>TOTAL GIBRALTAR</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.7</b>	<b>54.2</b>	<b>4.2</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>58</b>	<b>73.1</b>	<b>76</b>	<b>26</b>	
<b>TOTAL GIBRALTAR</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.7</b>	<b>54.2</b>	<b>4.2</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>58</b>	<b>73.1</b>	<b>76</b>	<b>26</b>	
<b>GREECE</b>																					
ATHENS	EASYJET AIRLINE COMPANY LTD	S	16	0	2	11.1	16.7	22.2	5.6	22.2	11.1	0.0	0.0	0.0	0.0	11.1	23	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>16.7</b>	<b>22.2</b>	<b>5.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHANIA	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	4	
<b>TOTAL CHANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL HERAKLION</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GREECE</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>15.4</b>	<b>42.3</b>	<b>3.8</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>17</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	28	0	0	0.0	10.7	46.4	17.9	21.4	3.6	0.0	0.0	0.0	0.0	0.0	19	50.0	19	26	
<b>TOTAL BUDAPEST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>46.4</b>	<b>17.9</b>	<b>21.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.0</b>	<b>19</b>	<b>26</b>	
<b>TOTAL HUNGARY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>46.4</b>	<b>17.9</b>	<b>21.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.0</b>	<b>19</b>	<b>26</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	22	0	2	8.3	41.7	25.0	0.0	4.2	8.3	0.0	0.0	4.2	0.0	8.3	34	94.4	2	18	
KEFLAVIK	WOW AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	10	14	
<b>TOTAL KEFLAVIK</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>41.7</b>	<b>25.0</b>	<b>0.0</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>8.3</b>	<b>34</b>	<b>87.5</b>	<b>5</b>	<b>32</b>	
<b>TOTAL ICELAND</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>41.7</b>	<b>25.0</b>	<b>0.0</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>8.3</b>	<b>34</b>	<b>87.5</b>	<b>5</b>	<b>32</b>	
<b>IRISH REPUBLIC</b>																					
CORK	STOBART AIR	S	58	0	2	6.7	28.3	28.3	15.0	3.3	5.0	3.3	3.3	3.3	0.0	3.3	40	82.3	9	61	
<b>TOTAL CORK</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>28.3</b>	<b>28.3</b>	<b>15.0</b>	<b>3.3</b>	<b>5.0</b>	<b>3.3</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>3.3</b>	<b>40</b>	<b>82.3</b>	<b>9</b>	<b>61</b>	
DUBLIN	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	2	
DUBLIN	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	53	3	
DUBLIN	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
DUBLIN	RYANAIR	S	162	0	12	2.9	39.7	30.5	12.6	1.7	2.9	2.9	0.0	0.0	0.0	6.9	12	81.9	7	170	
DUBLIN	STOBART AIR	S	156	0	14	1.2	28.8	45.9	8.2	2.9	1.2	0.6	1.8	1.2	0.0	8.2	18	79.6	11	210	
<b>TOTAL DUBLIN</b>			<b>318</b>	<b>0</b>	<b>26</b>	<b>2.0</b>	<b>34.3</b>	<b>38.1</b>	<b>10.5</b>	<b>2.3</b>	<b>2.0</b>	<b>1.7</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>7.6</b>	<b>15</b>	<b>80.2</b>	<b>10</b>	<b>386</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	6	0	0	0.0	0.0	16.7	50.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	89	100.0	2	6	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>89</b>	<b>100.0</b>	<b>2</b>	<b>6</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>382</b>	<b>0</b>	<b>28</b>	<b>2.7</b>	<b>32.9</b>	<b>36.3</b>	<b>11.7</b>	<b>2.4</b>	<b>2.4</b>	<b>2.0</b>	<b>1.7</b>	<b>1.0</b>	<b>0.0</b>	<b>6.8</b>	<b>20</b>	<b>80.7</b>	<b>9</b>	<b>453</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	26	0	2	0.0	35.7	35.7	7.1	10.7	3.6	0.0	0.0	0.0	0.0	7.1	11	57.7	17	26	

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Reporting Airport: BRISTOL (Full Analysis)

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>35.7</b>	<b>35.7</b>	<b>7.1</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>11</b>	<b>57.7</b>	<b>17</b>	<b>26</b>	
<b>BOLOGNA</b>	RYANAIR	S	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	26	75.0	7	4		
<b>TOTAL BOLOGNA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>75.0</b>	<b>7</b>	<b>4</b>		
<b>CATANIA (FONTANAROSSA)</b>	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>MILAN (MALPENSA)</b>	BMI REGIONAL	S	23	0	2	0.0	24.0	32.0	20.0	8.0	4.0	0.0	4.0	0.0	8.0	24	60.7	26	28		
<b>TOTAL MILAN (MALPENSA)</b>			<b>23</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>24.0</b>	<b>32.0</b>	<b>20.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>8.0</b>	<b>24</b>	<b>60.7</b>	<b>26</b>	<b>28</b>		
<b>NAPLES</b>	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
<b>TOTAL NAPLES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>PISA</b>	EASYJET AIRLINE COMPANY LTD	S	20	0	2	0.0	18.2	31.8	22.7	9.1	9.1	0.0	0.0	0.0	9.1	21	77.8	10	18		
<b>TOTAL PISA</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.2</b>	<b>31.8</b>	<b>22.7</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>21</b>	<b>77.8</b>	<b>10</b>	<b>18</b>		
<b>ROME (FIUMICINO)</b>	EASYJET AIRLINE COMPANY LTD	S	56	0	6	6.5	30.6	29.0	8.1	6.5	6.5	3.2	0.0	0.0	9.7	18	74.2	19	62		
<b>TOTAL ROME (FIUMICINO)</b>			<b>56</b>	<b>0</b>	<b>6</b>	<b>6.5</b>	<b>30.6</b>	<b>29.0</b>	<b>8.1</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>18</b>	<b>74.2</b>	<b>19</b>	<b>62</b>		
<b>TURIN</b>	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TURIN</b>	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	12.5	37.5	25.0	0.0	0.0	0.0	25.0	0.0	0.0	107	87.5	7	8		
<b>TURIN</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	133	100.0	3	8		
<b>TOTAL TURIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>43.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>120</b>	<b>94.1</b>	<b>4</b>	<b>17</b>		
<b>VENICE</b>	EASYJET AIRLINE COMPANY LTD	S	55	0	8	14.3	33.3	20.6	7.9	7.9	3.2	0.0	0.0	0.0	12.7	9	70.0	18	40		
<b>VENICE</b>	RYANAIR	S	36	0	0	2.8	41.7	33.3	8.3	8.3	2.8	0.0	0.0	0.0	0.0	15	80.0	13	20		
<b>TOTAL VENICE</b>			<b>91</b>	<b>0</b>	<b>8</b>	<b>10.1</b>	<b>36.4</b>	<b>25.3</b>	<b>8.1</b>	<b>8.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>12</b>	<b>73.3</b>	<b>16</b>	<b>60</b>		
<b>VERONA VILLAFRANCA</b>	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1		
<b>VERONA VILLAFRANCA</b>	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	40.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	62	0.0	0	0		
<b>TOTAL VERONA VILLAFRANCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>0.0</b>	<b>40</b>	<b>1</b>		
<b>TOTAL ITALY</b>			<b>254</b>	<b>0</b>	<b>20</b>	<b>5.5</b>	<b>31.0</b>	<b>30.3</b>	<b>10.9</b>	<b>6.9</b>	<b>4.4</b>	<b>0.7</b>	<b>1.5</b>	<b>0.0</b>	<b>7.3</b>	<b>24</b>	<b>71.8</b>	<b>17</b>	<b>216</b>		
<b>LITHUANIA</b>																					
<b>KAUNAS</b>	RYANAIR	S	18	0	2	5.0	50.0	25.0	5.0	5.0	0.0	0.0	0.0	0.0	10.0	4	75.0	20	16		
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>50.0</b>	<b>25.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>4</b>	<b>75.0</b>	<b>20</b>	<b>16</b>		
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>50.0</b>	<b>25.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>4</b>	<b>75.0</b>	<b>20</b>	<b>16</b>		
<b>MALTA</b>																					
<b>MALTA</b>	RYANAIR	S	16	0	2	0.0	22.2	33.3	16.7	16.7	0.0	0.0	0.0	0.0	11.1	15	55.0	27	20		
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>15</b>	<b>55.0</b>	<b>27</b>	<b>20</b>		
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.2</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>15</b>	<b>55.0</b>	<b>27</b>	<b>20</b>		
<b>MEXICO</b>																					



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>CANCUN</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL CANCUN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MEXICO</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MOROCCO</b>																					
<b>MARRAKESH</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	6	16	
<b>TOTAL MARRAKESH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>6</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.3</b>	<b>6</b>	<b>16</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	94	0	12	3.8	21.7	36.8	10.4	11.3	4.7	0.0	0.0	0.0	0.0	11.3	15	67.3	23	98	
<b>AMSTERDAM</b>	KLM	S	223	0	24	2.0	31.6	33.2	11.3	8.5	3.6	0.0	0.0	0.0	0.0	9.7	12	76.6	11	244	
<b>TOTAL AMSTERDAM</b>			<b>317</b>	<b>0</b>	<b>36</b>	<b>2.5</b>	<b>28.6</b>	<b>34.3</b>	<b>11.0</b>	<b>9.3</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.2</b>	<b>13</b>	<b>74.0</b>	<b>15</b>	<b>342</b>	
<b>TOTAL NETHERLANDS</b>			<b>317</b>	<b>0</b>	<b>36</b>	<b>2.5</b>	<b>28.6</b>	<b>34.3</b>	<b>11.0</b>	<b>9.3</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.2</b>	<b>13</b>	<b>74.0</b>	<b>15</b>	<b>342</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<b>TOTAL BERGEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>LONGYEARBYEN (SVALBARD)</b>	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LONGYEARBYEN (SVALBARD)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TROMSOE</b>	GERMANIA FLUGGESELLSCHAFT	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	100.0	0	2	
<b>TOTAL TROMSOE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>2</b>	<b>4</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	RYANAIR	S	16	0	2	0.0	27.8	38.9	0.0	5.6	16.7	0.0	0.0	0.0	0.0	11.1	19	100.0	3	18	
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>0.0</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>19</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
<b>KATOWICE</b>	WIZZ AIR	S	19	0	1	15.0	15.0	35.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	5.0	14	93.8	5	16	
<b>TOTAL KATOWICE</b>			<b>19</b>	<b>0</b>	<b>1</b>	<b>15.0</b>	<b>15.0</b>	<b>35.0</b>	<b>15.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>14</b>	<b>93.8</b>	<b>5</b>	<b>16</b>	
<b>KRAKOW</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	6	2.4	14.3	35.7	23.8	4.8	0.0	0.0	4.8	0.0	0.0	14.3	25	84.8	25	46	
<b>KRAKOW</b>	RYANAIR	S	24	0	2	0.0	30.8	46.2	3.8	3.8	7.7	0.0	0.0	0.0	0.0	7.7	13	96.4	4	27	
<b>TOTAL KRAKOW</b>			<b>60</b>	<b>0</b>	<b>8</b>	<b>1.5</b>	<b>20.6</b>	<b>39.7</b>	<b>16.2</b>	<b>4.4</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>20</b>	<b>89.2</b>	<b>17</b>	<b>73</b>	
<b>POZNAN</b>	RYANAIR	S	18	0	0	0.0	16.7	55.6	11.1	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16	85.0	4	20	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.0</b>	<b>4</b>	<b>20</b>	
<b>RZESZOW</b>	RYANAIR	S	16	0	2	0.0	27.8	38.9	0.0	0.0	16.7	5.6	0.0	0.0	0.0	11.1	27	94.4	5	18	
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>27</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	

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Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SZCZECIN (GOLENOW)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>34</b>	<b>1</b>
WARSAW (CHOPIN)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	18
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>12</b>	<b>18</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	34	0	2	16.7	36.1	30.6	5.6	0.0	0.0	5.6	0.0	0.0	0.0	5.6	13	82.4	17	34
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>36.1</b>	<b>30.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>13</b>	<b>82.4</b>	<b>17</b>	<b>34</b>
WROCLAW	RYANAIR	S	16	0	0	6.3	31.3	31.3	18.8	0.0	6.3	6.3	0.0	0.0	0.0	0.0	19	83.3	5	18
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.3</b>	<b>5</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>179</b>	<b>0</b>	<b>15</b>	<b>5.7</b>	<b>24.7</b>	<b>38.1</b>	<b>10.8</b>	<b>3.1</b>	<b>6.7</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>18</b>	<b>86.6</b>	<b>12</b>	<b>216</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET AIRLINE COMPANY LTD	S	70	0	6	3.9	18.4	47.4	10.5	3.9	2.6	2.6	0.0	2.6	0.0	7.9	32	72.6	12	73
FARO	RYANAIR	S	33	0	2	2.9	34.3	37.1	2.9	11.4	5.7	0.0	0.0	0.0	0.0	5.7	13	81.3	13	32
<b>TOTAL FARO</b>			<b>103</b>	<b>0</b>	<b>8</b>	<b>3.6</b>	<b>23.4</b>	<b>44.1</b>	<b>8.1</b>	<b>6.3</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>7.2</b>	<b>26</b>	<b>75.2</b>	<b>13</b>	<b>105</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	34	0	4	2.6	7.9	47.4	13.2	10.5	2.6	0.0	0.0	5.3	0.0	10.5	47	60.5	22	38
<b>TOTAL LISBON</b>			<b>34</b>	<b>0</b>	<b>4</b>	<b>2.6</b>	<b>7.9</b>	<b>47.4</b>	<b>13.2</b>	<b>10.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>10.5</b>	<b>47</b>	<b>60.5</b>	<b>22</b>	<b>38</b>
OPORTO (PORTUGAL)	EASYJET AIRLINE COMPANY LTD	S	24	0	4	0.0	14.3	39.3	0.0	28.6	3.6	0.0	0.0	0.0	0.0	14.3	21	54.2	23	24
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>24</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>14.3</b>	<b>39.3</b>	<b>0.0</b>	<b>28.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>21</b>	<b>54.2</b>	<b>23</b>	<b>24</b>
<b>TOTAL PORTUGAL</b>			<b>161</b>	<b>0</b>	<b>16</b>	<b>2.8</b>	<b>18.6</b>	<b>44.1</b>	<b>7.9</b>	<b>10.7</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>9.0</b>	<b>30</b>	<b>68.9</b>	<b>16</b>	<b>167</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	22	0	2	20.8	20.8	33.3	4.2	4.2	8.3	0.0	0.0	0.0	0.0	8.3	11	66.7	169	27
<b>TOTAL FUNCHAL</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>20.8</b>	<b>20.8</b>	<b>33.3</b>	<b>4.2</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>11</b>	<b>66.7</b>	<b>169</b>	<b>27</b>
<b>TOTAL PORTUGAL</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>20.8</b>	<b>20.8</b>	<b>33.3</b>	<b>4.2</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>11</b>	<b>66.7</b>	<b>169</b>	<b>27</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	RYANAIR	S	16	0	0	6.3	37.5	25.0	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	6	10
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.0</b>	<b>6</b>	<b>10</b>
<b>TOTAL ROMANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.0</b>	<b>6</b>	<b>10</b>
<b>SLOVAK REPUBLIC</b>																				
KOSICE	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	12
<b>TOTAL KOSICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>13</b>	<b>12</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>13</b>	<b>12</b>
<b>SPAIN</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	77	0	6	4.8	19.3	34.9	18.1	6.0	6.0	1.2	0.0	2.4	0.0	7.2	34	66.7	15	72	
ALICANTE	RYANAIR	S	50	0	0	16.0	28.0	28.0	8.0	6.0	8.0	0.0	6.0	0.0	0.0	0.0	26	76.0	12	50	
ALICANTE	TUI AIRWAYS LTD	C	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	19	8	
<b>TOTAL ALICANTE</b>			<b>131</b>	<b>0</b>	<b>6</b>	<b>8.8</b>	<b>23.4</b>	<b>32.8</b>	<b>13.9</b>	<b>5.8</b>	<b>6.6</b>	<b>0.7</b>	<b>2.2</b>	<b>1.5</b>	<b>0.0</b>	<b>4.4</b>	<b>30</b>	<b>70.0</b>	<b>14</b>	<b>130</b>	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	88	0	8	6.3	17.7	40.6	10.4	7.3	5.2	0.0	2.1	2.1	0.0	8.3	32	71.6	27	88	
<b>TOTAL BARCELONA</b>			<b>88</b>	<b>0</b>	<b>8</b>	<b>6.3</b>	<b>17.7</b>	<b>40.6</b>	<b>10.4</b>	<b>7.3</b>	<b>5.2</b>	<b>0.0</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>8.3</b>	<b>32</b>	<b>71.6</b>	<b>27</b>	<b>88</b>	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	14	0	4	0.0	38.9	22.2	11.1	0.0	5.6	0.0	0.0	0.0	0.0	22.2	9	88.9	12	18	
<b>TOTAL BILBAO</b>			<b>14</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>38.9</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>9</b>	<b>88.9</b>	<b>12</b>	<b>18</b>	
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	21	4	
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>21</b>	<b>4</b>	
GIRONA	RYANAIR	S	10	0	0	0.0	30.0	30.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	32	80.0	7	10	
<b>TOTAL GIRONA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>80.0</b>	<b>7</b>	<b>10</b>	
IBIZA	RYANAIR	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	6	
<b>TOTAL IBIZA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>1</b>	<b>6</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	54	0	8	8.1	29.0	27.4	4.8	11.3	4.8	1.6	0.0	0.0	0.0	12.9	17	71.0	18	62	
<b>TOTAL MADRID</b>			<b>54</b>	<b>0</b>	<b>8</b>	<b>8.1</b>	<b>29.0</b>	<b>27.4</b>	<b>4.8</b>	<b>11.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>	<b>17</b>	<b>71.0</b>	<b>18</b>	<b>62</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	77	0	8	12.9	32.9	31.8	2.4	3.5	3.5	0.0	1.2	2.4	0.0	9.4	28	80.8	12	73	
MALAGA	RYANAIR	S	51	0	7	12.1	27.6	31.0	8.6	8.6	0.0	0.0	0.0	0.0	0.0	12.1	8	68.5	14	54	
MALAGA	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	25.0	0.0	0.0	171	100.0	2	8	
<b>TOTAL MALAGA</b>			<b>136</b>	<b>0</b>	<b>15</b>	<b>11.9</b>	<b>29.8</b>	<b>32.5</b>	<b>5.3</b>	<b>5.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.7</b>	<b>2.6</b>	<b>0.0</b>	<b>9.9</b>	<b>29</b>	<b>77.0</b>	<b>12</b>	<b>135</b>	
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	34	0	2	16.7	16.7	41.7	13.9	5.6	0.0	0.0	0.0	0.0	0.0	5.6	8	83.3	11	30	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>16.7</b>	<b>41.7</b>	<b>13.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>8</b>	<b>83.3</b>	<b>11</b>	<b>30</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	51	0	2	1.9	20.8	43.4	1.9	11.3	5.7	0.0	7.5	3.8	0.0	3.8	54	56.1	21	41	
PALMA DE MALLORCA	RYANAIR	S	18	0	0	5.6	38.9	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	14	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>25.0</b>	<b>36.1</b>	<b>9.7</b>	<b>11.1</b>	<b>4.2</b>	<b>0.0</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>43</b>	<b>67.3</b>	<b>16</b>	<b>55</b>	
VALENCIA	RYANAIR	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>547</b>	<b>0</b>	<b>45</b>	<b>8.3</b>	<b>25.2</b>	<b>34.3</b>	<b>9.5</b>	<b>7.1</b>	<b>4.4</b>	<b>0.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>7.6</b>	<b>28</b>	<b>73.8</b>	<b>16</b>	<b>538</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	24	0	2	3.8	19.2	38.5	15.4	11.5	0.0	0.0	3.8	0.0	0.0	7.7	20	75.0	12	16	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ARRECIFE	RYANAIR	S	28	0	4	3.1	28.1	31.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	12.5	12	87.5	9	32	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	22.2	27.8	11.1	16.7	11.1	0.0	0.0	11.1	0.0	0.0	117	88.9	6	18	
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	11.1	11.1	33.3	27.8	0.0	5.6	5.6	5.6	0.0	0.0	0.0	35	72.2	10	18	
<b>TOTAL ARRECIFE</b>			<b>88</b>	<b>0</b>	<b>6</b>	<b>4.3</b>	<b>21.3</b>	<b>33.0</b>	<b>16.0</b>	<b>10.6</b>	<b>3.2</b>	<b>1.1</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>6.4</b>	<b>40</b>	<b>82.1</b>	<b>9</b>	<b>84</b>	
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	38.9	33.3	0.0	5.6	11.1	11.1	0.0	0.0	0.0	0.0	32	61.1	33	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	11.1	16.7	16.7	22.2	22.2	0.0	0.0	0.0	0.0	0.0	36	40.0	38	10	
FUERTEVENTURA	TUI AIRWAYS LTD	C	10	0	0	10.0	10.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	19	37.5	48	8	
<b>TOTAL FUERTEVENTURA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>21.7</b>	<b>28.3</b>	<b>10.9</b>	<b>13.0</b>	<b>15.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>50.0</b>	<b>38</b>	<b>36</b>	
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	25.0	37.5	6.3	6.3	12.5	0.0	12.5	0.0	0.0	0.0	58	64.3	14	14	
LAS PALMAS	RYANAIR	S	12	0	0	0.0	25.0	50.0	8.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	32	91.7	10	12	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	12.5	37.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	75.0	10	8	
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	11.1	33.3	33.3	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	64.7	19	17	
<b>TOTAL LAS PALMAS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>25.9</b>	<b>38.9</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>72.5</b>	<b>14</b>	<b>51</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	28	0	2	13.3	26.7	23.3	6.7	3.3	3.3	13.3	3.3	0.0	0.0	6.7	36	62.5	15	24	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	27	0	0	3.7	44.4	25.9	0.0	14.8	11.1	0.0	0.0	0.0	0.0	0.0	19	69.2	18	26	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	50.0	5.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22	55.6	17	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	50.0	27.8	5.6	5.6	0.0	0.0	0.0	11.1	0.0	0.0	54	83.3	12	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>91</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>37.6</b>	<b>30.1</b>	<b>4.3</b>	<b>6.5</b>	<b>4.3</b>	<b>6.5</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>32</b>	<b>67.4</b>	<b>15</b>	<b>86</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>279</b>	<b>0</b>	<b>8</b>	<b>5.2</b>	<b>27.5</b>	<b>32.4</b>	<b>9.8</b>	<b>9.1</b>	<b>6.3</b>	<b>3.8</b>	<b>1.7</b>	<b>1.4</b>	<b>0.0</b>	<b>2.8</b>	<b>34</b>	<b>70.8</b>	<b>16</b>	<b>257</b>	
GOTEBORG (LANDVETTER)	BMI REGIONAL	S	13	0	0	0.0	15.4	53.8	15.4	0.0	7.7	0.0	7.7	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>53.8</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (ARLANDA)	EASYJET AIRLINE COMPANY LTD	S	16	0	2	5.6	33.3	16.7	5.6	22.2	5.6	0.0	0.0	0.0	0.0	11.1	19	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>29</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>25.8</b>	<b>32.3</b>	<b>9.7</b>	<b>12.9</b>	<b>6.5</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BALE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	24	0	4	3.6	35.7	25.0	10.7	10.7	0.0	0.0	0.0	0.0	0.0	14.3	10	87.9	41	33	
<b>TOTAL BALE MULHOUSE</b>			<b>24</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>35.7</b>	<b>25.0</b>	<b>10.7</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>10</b>	<b>87.9</b>	<b>41</b>	<b>33</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	161	0	22	1.1	17.5	27.3	15.3	12.6	8.2	3.3	1.6	1.1	0.0	12.0	36	67.2	19	183	
GENEVA	EASYJET SWITZERLAND	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
GENEVA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	30.0	10.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	49	0.0	32	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GENEVA	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	50.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	29	37.5	22	8	
<b>TOTAL GENEVA</b>			<b>183</b>	<b>0</b>	<b>22</b>	<b>1.0</b>	<b>16.6</b>	<b>28.3</b>	<b>15.1</b>	<b>12.7</b>	<b>9.8</b>	<b>3.4</b>	<b>1.5</b>	<b>1.0</b>	<b>0.0</b>	<b>10.7</b>	<b>36</b>	<b>63.3</b>	<b>19</b>	<b>199</b>	
ZURICH	TITAN AIRWAYS LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL ZURICH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>209</b>	<b>0</b>	<b>26</b>	<b>1.3</b>	<b>18.7</b>	<b>28.5</b>	<b>14.5</b>	<b>12.3</b>	<b>8.5</b>	<b>3.0</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>11.1</b>	<b>33</b>	<b>66.8</b>	<b>22</b>	<b>232</b>	
<b>TURKEY</b>																					
DALAMAN	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	6	1	
<b>TOTAL DALAMAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>TOTAL TURKEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BMI REGIONAL	S	57	0	6	4.8	38.1	30.2	3.2	6.3	3.2	1.6	3.2	0.0	0.0	9.5	19	64.9	18	76	
<b>TOTAL ABERDEEN</b>			<b>57</b>	<b>0</b>	<b>6</b>	<b>4.8</b>	<b>38.1</b>	<b>30.2</b>	<b>3.2</b>	<b>6.3</b>	<b>3.2</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>19</b>	<b>64.9</b>	<b>18</b>	<b>76</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	138	0	20	0.6	27.2	32.9	7.0	10.8	7.6	1.3	0.0	0.0	0.0	12.7	19	81.6	14	152	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>138</b>	<b>0</b>	<b>20</b>	<b>0.6</b>	<b>27.2</b>	<b>32.9</b>	<b>7.0</b>	<b>10.8</b>	<b>7.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.7</b>	<b>19</b>	<b>81.6</b>	<b>14</b>	<b>152</b>	
BIRMINGHAM	BMI REGIONAL	S	2	0	1	0.0	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	16	71.4	8	6	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>11</b>	<b>71.4</b>	<b>8</b>	<b>6</b>	
BOURNEMOUTH	ENTER AIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CARDIFF WALES	BMI REGIONAL	S	4	0	0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	56	4	
CARDIFF WALES	BRUSSELS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1	
CARDIFF WALES	EASYJET AIRLINE COMPANY LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
CARDIFF WALES	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
<b>TOTAL CARDIFF WALES</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>33.3</b>	<b>52</b>	<b>6</b>	
CITY OF DERRY (EGLINTON)	BMI REGIONAL	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DONCASTER SHEFFIELD	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	86	2	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>86</b>	<b>2</b>	
EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	2	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>9</b>	<b>2</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	205	0	28	0.9	31.8	31.3	6.9	5.6	10.3	0.4	0.9	0.0	0.0	12.0	20	79.3	11	237	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EDINBURGH	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1
<b>TOTAL EDINBURGH</b>			<b>205</b>	<b>0</b>	<b>28</b>	<b>0.9</b>	<b>31.8</b>	<b>31.3</b>	<b>6.9</b>	<b>5.6</b>	<b>10.3</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>20</b>	<b>79.4</b>	<b>11</b>	<b>238</b>
EXETER	BMI REGIONAL	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	18	1
EXETER	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	159	1
<b>TOTAL EXETER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>89</b>	<b>2</b>
FARNBOROUGH	BMI REGIONAL	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL FARNBOROUGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GATWICK	BMI REGIONAL	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	10	4
GATWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	296	1
<b>TOTAL GATWICK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>40.0</b>	<b>67</b>	<b>5</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	167	0	24	1.6	34.0	33.0	7.9	6.8	3.1	1.0	0.0	0.0	0.0	12.6	12	79.6	14	196
<b>TOTAL GLASGOW</b>			<b>167</b>	<b>0</b>	<b>24</b>	<b>1.6</b>	<b>34.0</b>	<b>33.0</b>	<b>7.9</b>	<b>6.8</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.6</b>	<b>12</b>	<b>79.6</b>	<b>14</b>	<b>196</b>
GUERNSEY	AURIGNY AIR SERVICES	S	35	0	6	2.4	39.0	24.4	4.9	7.3	0.0	4.9	2.4	0.0	0.0	14.6	23	57.9	17	34
<b>TOTAL GUERNSEY</b>			<b>35</b>	<b>0</b>	<b>6</b>	<b>2.4</b>	<b>39.0</b>	<b>24.4</b>	<b>4.9</b>	<b>7.3</b>	<b>0.0</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14.6</b>	<b>23</b>	<b>57.9</b>	<b>17</b>	<b>34</b>
HAWARDEN	EASTERN AIRWAYS	C	46	0	0	8.7	52.2	21.7	6.5	6.5	4.3	0.0	0.0	0.0	0.0	0.0	9	92.5	3	53
<b>TOTAL HAWARDEN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>52.2</b>	<b>21.7</b>	<b>6.5</b>	<b>6.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.5</b>	<b>3</b>	<b>53</b>
HUMBERSIDE	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL HUMBERSIDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	36	0	6	4.8	33.3	19.0	9.5	9.5	4.8	4.8	0.0	0.0	0.0	14.3	24	74.4	12	39
<b>TOTAL INVERNESS</b>			<b>36</b>	<b>0</b>	<b>6</b>	<b>4.8</b>	<b>33.3</b>	<b>19.0</b>	<b>9.5</b>	<b>9.5</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>24</b>	<b>74.4</b>	<b>12</b>	<b>39</b>
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	14	0	4	0.0	38.9	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22.2	4	94.4	17	18
<b>TOTAL ISLE OF MAN</b>			<b>14</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>4</b>	<b>94.4</b>	<b>17</b>	<b>18</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
JERSEY	FLYBE LTD	S	50	0	4	20.4	50.0	20.4	0.0	1.9	0.0	0.0	0.0	0.0	0.0	7.4	1	77.8	13	52
<b>TOTAL JERSEY</b>			<b>51</b>	<b>0</b>	<b>4</b>	<b>20.0</b>	<b>49.1</b>	<b>20.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>2</b>	<b>77.8</b>	<b>13</b>	<b>52</b>
LEEDS BRADFORD	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	6	0	0	0.0	0.0	50.0	0.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL LUTON</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MANCHESTER	BMI REGIONAL	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
MANCHESTER	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	337	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>112</b>	<b>100.0</b>	<b>1</b>	<b>3</b>
NEWCASTLE	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	94	0	16	2.7	30.9	28.2	8.2	8.2	4.5	2.7	0.0	0.0	0.0	14.5	17	77.9	13	104
<b>TOTAL NEWCASTLE</b>			<b>94</b>	<b>0</b>	<b>16</b>	<b>2.7</b>	<b>30.9</b>	<b>28.2</b>	<b>8.2</b>	<b>8.2</b>	<b>4.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.5</b>	<b>17</b>	<b>78.1</b>	<b>13</b>	<b>105</b>
NORWICH	RYANAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>
STANSTED	BMI REGIONAL	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	100.0	0	1
STANSTED	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
<b>TOTAL STANSTED</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>50.0</b>	<b>14</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>870</b>	<b>0</b>	<b>115</b>	<b>3.4</b>	<b>33.6</b>	<b>29.4</b>	<b>7.0</b>	<b>7.5</b>	<b>5.5</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.7</b>	<b>17</b>	<b>77.5</b>	<b>14</b>	<b>996</b>
Unknown																				
Unknown	AVANTI AIR BEDARFSFLUGGES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
Unknown	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	4
<b>TOTAL Unknown</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>20.0</b>	<b>39</b>	<b>5</b>
<b>TOTAL Unknown</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>20.0</b>	<b>39</b>	<b>5</b>
<b>TOTAL BRISTOL</b>			<b>4483</b>	<b>0</b>	<b>439</b>	<b>4.1</b>	<b>27.6</b>	<b>33.0</b>	<b>9.5</b>	<b>8.0</b>	<b>5.4</b>	<b>1.4</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>8.9</b>	<b>24</b>	<b>73.8</b>	<b>17</b>	<b>4764</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	3	0	1	0.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	86	75.0	10	4	
<b>TOTAL BRIDGETOWN</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>86</b>	<b>75.0</b>	<b>10</b>	<b>4</b>	
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>86</b>	<b>75.0</b>	<b>10</b>	<b>4</b>	
<b>BELGIUM</b>																					
ANTWERP	VLM Airlines d.d.	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	28.6	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	8	
<b>TOTAL PAPHOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TOTAL CYPRUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>28.6</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>FRANCE</b>																					
BORDEAUX	ENTER AIR	C	4	0	0	0.0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	117	0.0	0	0	
BORDEAUX	SMALL PLANET AIRLINES POLSKA	C	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	273	0.0	0	0	
BORDEAUX	THOMAS COOK BELGIUM	C	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
<b>TOTAL BORDEAUX</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>143</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHAMBERY	FLYBE LTD	S	8	0	2	0.0	10.0	40.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	20.0	34	50.0	18	6	
<b>TOTAL CHAMBERY</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>34</b>	<b>50.0</b>	<b>18</b>	<b>6</b>	
GRENOBLE	ENTER AIR	C	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LA ROCHELLE	AERO4M	C	1	1	0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	40	0.0	0	0	
LA ROCHELLE	ENTER AIR	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL LA ROCHELLE</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LYON	AIR HORIZONT	C	2	0	1	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	59	0.0	0	0	
LYON	AIREXPLORE	C	4	0	0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	105	0.0	0	0	
LYON	ENTER AIR	C	3	1	0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	135	0.0	0	0	
LYON	ENTER AIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	245	0.0	0	0	
LYON	SMALL PLANET AIRLINES POLSKA	C	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	393	0.0	0	0	
<b>TOTAL LYON</b>			<b>12</b>	<b>1</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>14.3</b>	<b>7.1</b>	<b>14.3</b>	<b>28.6</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>164</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LYON(BRON)	AIR HORIZONT	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LYON(BRON)</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MARSEILLE	ENTER AIR	C	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	142	0.0	0	0	
<b>TOTAL MARSEILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>142</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NANTES	EUROPE AIRPOST	C	4	0	2	0.0	16.7	0.0	16.7	0.0	0.0	16.7	16.7	0.0	0.0	33.3	124	0.0	0	0	
<b>TOTAL NANTES</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>124</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017				
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN														Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can						
PARIS (CHARLES DE GAULLE)	BMI REGIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	108	1		
PARIS (CHARLES DE GAULLE)	ENTER AIR	C	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	52	0.0	0	0		
PARIS (CHARLES DE GAULLE)	EUROPE AIRPOST	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	73	0.0	0	0		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	67	0	8	1.3	28.0	46.7	6.7	2.7	0.0	0.0	4.0	0.0	0.0	10.7	21	72.1	12	60		
PARIS (CHARLES DE GAULLE)	SMARTLYNX (ESTONIA)	C	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0		
PARIS (CHARLES DE GAULLE)	TRADE AIR	C	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	83	0.0	0	0		
PARIS (CHARLES DE GAULLE)	XL AIRWAYS FRANCE	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	320	0.0	0	0		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>80</b>	<b>0</b>	<b>8</b>	<b>1.1</b>	<b>23.9</b>	<b>43.2</b>	<b>9.1</b>	<b>4.5</b>	<b>2.3</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>30</b>	<b>67.7</b>	<b>13</b>	<b>61</b>		
PARIS (LE BOURGET)	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	2		
<b>TOTAL PARIS (LE BOURGET)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>32</b>	<b>2</b>		
PARIS (ORLY)	CORSAIR	C	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	76	0.0	0	0		
PARIS (ORLY)	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	155	0.0	0	0		
PARIS (ORLY)	THOMAS COOK BELGIUM	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0		
PARIS (ORLY)	VUELING AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4		
<b>TOTAL PARIS (ORLY)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76</b>	<b>100.0</b>	<b>2</b>	<b>4</b>		
TOULOUSE (BLAGNAC)	ALBA STAR	C	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0		
TOULOUSE (BLAGNAC)	AVANTI AIR BEDARFSFLUGGES	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
TOULOUSE (BLAGNAC)	ENTER AIR	C	6	0	0	0.0	0.0	16.7	16.7	16.7	0.0	0.0	33.3	16.7	0.0	0.0	154	0.0	0	0		
TOULOUSE (BLAGNAC)	THOMAS COOK BELGIUM	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>8.3</b>	<b>8.3</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>92</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FRANCE</b>			<b>139</b>	<b>2</b>	<b>14</b>	<b>0.6</b>	<b>16.8</b>	<b>31.0</b>	<b>11.6</b>	<b>9.7</b>	<b>3.2</b>	<b>5.8</b>	<b>9.7</b>	<b>1.3</b>	<b>1.3</b>	<b>9.0</b>	<b>59</b>	<b>67.1</b>	<b>14</b>	<b>73</b>		
<b>GERMANY</b>																						
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BERLIN (TEGEL)	FLYBE LTD	S	20	0	4	0.0	41.7	16.7	12.5	4.2	8.3	0.0	0.0	0.0	0.0	16.7	17	75.0	15	19		
<b>TOTAL BERLIN (TEGEL)</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>41.7</b>	<b>16.7</b>	<b>12.5</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>17</b>	<b>75.0</b>	<b>15</b>	<b>19</b>		
DUSSELDORF	FLYBE LTD	S	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL DUSSELDORF</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
FRANKFURT MAIN	BMI REGIONAL	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
<b>TOTAL FRANKFURT MAIN</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MUNICH	FLYBE LTD	S	18	0	4	4.5	50.0	22.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	18.2	2	90.9	4	22
<b>TOTAL MUNICH</b>			<b>18</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>50.0</b>	<b>22.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>2</b>	<b>90.9</b>	<b>4</b>	<b>22</b>
<b>TOTAL GERMANY</b>			<b>40</b>	<b>2</b>	<b>8</b>	<b>2.0</b>	<b>44.0</b>	<b>18.0</b>	<b>10.0</b>	<b>2.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>16.0</b>	<b>10</b>	<b>81.4</b>	<b>9</b>	<b>41</b>
<b>IRISH REPUBLIC</b>																				
CORK	FLYBE LTD	S	20	0	4	4.2	41.7	16.7	4.2	16.7	0.0	0.0	0.0	0.0	0.0	16.7	11	88.9	4	18
<b>TOTAL CORK</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>41.7</b>	<b>16.7</b>	<b>4.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>11</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
DUBLIN	AIR CONTRACTORS	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
DUBLIN	CITY JET	C	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	37.5	40	8
DUBLIN	FLYBE LTD	S	115	0	11	0.8	28.6	38.9	9.5	6.3	3.2	1.6	1.6	0.8	0.0	8.7	20	77.3	17	108
DUBLIN	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2
DUBLIN	RYANAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1
DUBLIN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	12
DUBLIN	STOBART AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	4	32
<b>TOTAL DUBLIN</b>			<b>119</b>	<b>0</b>	<b>13</b>	<b>0.8</b>	<b>28.0</b>	<b>37.9</b>	<b>10.6</b>	<b>6.1</b>	<b>3.0</b>	<b>1.5</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>9.8</b>	<b>20</b>	<b>77.4</b>	<b>14</b>	<b>163</b>
SHANNON	MALETH AERO	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
SHANNON	STOBART AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL SHANNON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>141</b>	<b>0</b>	<b>17</b>	<b>1.9</b>	<b>29.7</b>	<b>34.2</b>	<b>10.1</b>	<b>7.6</b>	<b>2.5</b>	<b>1.3</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>10.8</b>	<b>19</b>	<b>78.6</b>	<b>13</b>	<b>182</b>
<b>ITALY</b>																				
MILAN (MALPENSA)	FLYBE LTD	S	20	0	4	4.2	16.7	41.7	4.2	16.7	0.0	0.0	0.0	0.0	0.0	16.7	11	88.2	4	32
<b>TOTAL MILAN (MALPENSA)</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>16.7</b>	<b>41.7</b>	<b>4.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>11</b>	<b>88.2</b>	<b>4</b>	<b>32</b>
PARMA	VLM Airlines d.d.	C	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL PARMA</b>			<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	FLYBE LTD	S	14	0	2	0.0	0.0	75.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12.5	9	100.0	7	2
<b>TOTAL ROME (FIUMICINO)</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>9</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
VENICE	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
VENICE	FLYBE LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL VENICE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
VERONA VILLAFRANCA	FLYBE LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL VERONA VILLAFRANCA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL ITALY</b>			<b>40</b>	<b>0</b>	<b>10</b>	<b>4.0</b>	<b>10.0</b>	<b>52.0</b>	<b>4.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>9</b>	<b>90.0</b>	<b>4</b>	<b>38</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL MONTEGO BAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL JAMAICA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>MOROCCO</b>																					
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL MARRAKESH</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	159	0	16	3.4	50.3	24.0	6.9	2.9	2.3	0.6	0.6	0.0	0.0	9.1	10	91.3	6	172	
<b>TOTAL AMSTERDAM</b>			<b>159</b>	<b>0</b>	<b>16</b>	<b>3.4</b>	<b>50.3</b>	<b>24.0</b>	<b>6.9</b>	<b>2.9</b>	<b>2.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>10</b>	<b>91.3</b>	<b>6</b>	<b>172</b>	
<b>TOTAL NETHERLANDS</b>			<b>159</b>	<b>0</b>	<b>16</b>	<b>3.4</b>	<b>50.3</b>	<b>24.0</b>	<b>6.9</b>	<b>2.9</b>	<b>2.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>10</b>	<b>91.3</b>	<b>6</b>	<b>172</b>	
<b>NORWAY</b>																					
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	0	2	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL BERGEN</b>			<b>0</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LONGYEARBYEN (SVALBARD)	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL LONGYEARBYEN (SVALBARD)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>1</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
KRAKOW	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1	
<b>TOTAL KRAKOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>50</b>	<b>1</b>	
<b>TOTAL POLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>50</b>	<b>1</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	FLYBE LTD	S	20	0	2	4.5	13.6	40.9	13.6	4.5	13.6	0.0	0.0	0.0	0.0	9.1	22	62.5	17	24	
FARO	RYANAIR	S	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	4	
<b>TOTAL FARO</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>11.5</b>	<b>46.2</b>	<b>11.5</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>21</b>	<b>67.9</b>	<b>14</b>	<b>28</b>	
<b>TOTAL PORTUGAL</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>11.5</b>	<b>46.2</b>	<b>11.5</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>21</b>	<b>67.9</b>	<b>14</b>	<b>28</b>	
<b>SPAIN</b>																					
ALICANTE	TUI AIRWAYS LTD	C	17	1	0	0.0	27.8	33.3	11.1	5.6	11.1	0.0	0.0	5.6	5.6	0.0	69	80.0	9	15	
ALICANTE	VUELING AIRLINES	S	24	0	0	8.3	20.8	62.5	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	13	30	
<b>TOTAL ALICANTE</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>4.8</b>	<b>23.8</b>	<b>50.0</b>	<b>4.8</b>	<b>7.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>32</b>	<b>80.0</b>	<b>12</b>	<b>45</b>	
BARCELONA	VUELING AIRLINES	S	6	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	6	
<b>TOTAL BARCELONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>0</b>	<b>6</b>	
MALAGA	TUI AIRWAYS LTD	C	6	2	0	0.0	12.5	25.0	0.0	12.5	0.0	0.0	25.0	0.0	25.0	0.0	91	62.5	55	8	
MALAGA	VUELING AIRLINES	S	23	0	1	4.2	29.2	16.7	16.7	12.5	4.2	4.2	8.3	0.0	0.0	4.2	42	76.9	10	26	
<b>TOTAL MALAGA</b>			<b>29</b>	<b>2</b>	<b>1</b>	<b>3.1</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>12.5</b>	<b>3.1</b>	<b>3.1</b>	<b>12.5</b>	<b>0.0</b>	<b>6.3</b>	<b>3.1</b>	<b>52</b>	<b>73.5</b>	<b>20</b>	<b>34</b>	
PALMA DE MALLORCA	VUELING AIRLINES	S	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6	
<b>TOTAL PALMA DE MALLORCA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>0</b>	<b>6</b>	
SEVILLE	ENTER AIR	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>84</b>	<b>3</b>	<b>1</b>	<b>5.7</b>	<b>26.1</b>	<b>36.4</b>	<b>9.1</b>	<b>8.0</b>	<b>3.4</b>	<b>1.1</b>	<b>4.5</b>	<b>1.1</b>	<b>3.4</b>	<b>1.1</b>	<b>34</b>	<b>79.3</b>	<b>13</b>	<b>91</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	17	0	1	5.6	5.6	55.6	0.0	11.1	0.0	0.0	16.7	0.0	0.0	5.6	49	72.2	15	18	
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>5.6</b>	<b>55.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>49</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	8	3	2	0.0	7.7	30.8	0.0	15.4	7.7	0.0	0.0	0.0	23.1	15.4	27	28.6	47	7	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>3</b>	<b>2</b>	<b>0.0</b>	<b>7.7</b>	<b>30.8</b>	<b>0.0</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23.1</b>	<b>15.4</b>	<b>27</b>	<b>25.0</b>	<b>47</b>	<b>7</b>	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	16	0	0	12.5	50.0	6.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	17	16	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	24	1	1	0.0	23.1	46.2	11.5	11.5	0.0	0.0	0.0	0.0	3.8	3.8	10	100.0	2	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>40</b>	<b>1</b>	<b>1</b>	<b>4.8</b>	<b>33.3</b>	<b>31.0</b>	<b>19.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>2.4</b>	<b>9</b>	<b>85.7</b>	<b>8</b>	<b>42</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>65</b>	<b>4</b>	<b>4</b>	<b>4.1</b>	<b>21.9</b>	<b>37.0</b>	<b>11.0</b>	<b>9.6</b>	<b>1.4</b>	<b>0.0</b>	<b>4.1</b>	<b>0.0</b>	<b>5.5</b>	<b>5.5</b>	<b>22</b>	<b>75.0</b>	<b>14</b>	<b>67</b>	
<b>SWITZERLAND</b>																					
GENEVA	FLYBE LTD	S	8	0	2	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	1	45.5	49	11	
<b>TOTAL GENEVA</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>1</b>	<b>45.5</b>	<b>49</b>	<b>11</b>	
<b>TOTAL SWITZERLAND</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>1</b>	<b>45.5</b>	<b>49</b>	<b>11</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	16	0	9	0.0	8.0	28.0	12.0	8.0	0.0	0.0	8.0	0.0	0.0	36.0	37	73.9	10	21	
<b>TOTAL ABERDEEN</b>			<b>16</b>	<b>0</b>	<b>9</b>	<b>0.0</b>	<b>8.0</b>	<b>28.0</b>	<b>12.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.0</b>	<b>37</b>	<b>70.8</b>	<b>10</b>	<b>21</b>	
ANGLESEY (VALLEY)	EASTERN AIRWAYS	S	76	0	8	2.4	50.0	22.6	2.4	1.2	4.8	7.1	0.0	0.0	9.5	19	66.1	6	41		
ANGLESEY (VALLEY)	NORTH FLYING	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	10	26		
ANGLESEY (VALLEY)	VANAIR EUROPE AS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6		
<b>TOTAL ANGLESEY (VALLEY)</b>			<b>76</b>	<b>0</b>	<b>8</b>	<b>2.4</b>	<b>50.0</b>	<b>22.6</b>	<b>2.4</b>	<b>1.2</b>	<b>4.8</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>19</b>	<b>76.1</b>	<b>7</b>	<b>73</b>		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	96	0	8	0.0	37.5	35.6	7.7	3.8	4.8	1.0	1.9	0.0	0.0	7.7	15	92.8	4	69	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>96</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>37.5</b>	<b>35.6</b>	<b>7.7</b>	<b>3.8</b>	<b>4.8</b>	<b>1.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>15</b>	<b>92.8</b>	<b>4</b>	<b>69</b>	
BELFAST INTERNATIONAL	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	2	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>2</b>	
BIRMINGHAM	VUELING AIRLINES	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOURNEMOUTH	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BOURNEMOUTH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
EDINBURGH	EASTERN AIRWAYS	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
EDINBURGH	FLYBE LTD	S	96	0	10	1.9	38.7	34.0	5.7	5.7	2.8	0.0	1.9	0.0	0.0	9.4	14	82.7	10	107	
<b>TOTAL EDINBURGH</b>			<b>98</b>	<b>0</b>	<b>10</b>	<b>1.9</b>	<b>38.0</b>	<b>35.2</b>	<b>5.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>14</b>	<b>82.0</b>	<b>10</b>	<b>107</b>	
GLASGOW	FLYBE LTD	S	44	0	4	0.0	50.0	29.2	8.3	2.1	2.1	0.0	0.0	0.0	0.0	8.3	5	87.2	12	45	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GLASGOW</b>			<b>44</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>50.0</b>	<b>29.2</b>	<b>8.3</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>5</b>	<b>87.2</b>	<b>12</b>	<b>45</b>
HUMBERSIDE	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	2
<b>TOTAL HUMBERSIDE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>2</b>
JERSEY	FLYBE LTD	S	26	0	2	7.1	42.9	28.6	3.6	0.0	7.1	3.6	0.0	0.0	0.0	7.1	12	72.2	24	18
<b>TOTAL JERSEY</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>42.9</b>	<b>28.6</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>12</b>	<b>72.2</b>	<b>24</b>	<b>18</b>
LEEDS BRADFORD	BMI REGIONAL	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LONDON CITY	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.1	5	102
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.1</b>	<b>5</b>	<b>102</b>
MANCHESTER	BMI REGIONAL	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
MANCHESTER	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	2
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>8</b>	<b>2</b>
NEWCASTLE	EASTERN AIRWAYS	S	54	0	3	7.0	28.1	22.8	10.5	14.0	7.0	1.8	1.8	1.8	0.0	5.3	36	82.1	7	63
<b>TOTAL NEWCASTLE</b>			<b>54</b>	<b>0</b>	<b>3</b>	<b>7.0</b>	<b>28.1</b>	<b>22.8</b>	<b>10.5</b>	<b>14.0</b>	<b>7.0</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>5.3</b>	<b>36</b>	<b>82.1</b>	<b>7</b>	<b>63</b>
PRESTWICK	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	3
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>45</b>	<b>3</b>
STANSTED	BMI REGIONAL	C	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	15	0.0	0	0
STANSTED	JOTA AVIATION LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL STANSTED</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>417</b>	<b>2</b>	<b>45</b>	<b>2.2</b>	<b>38.4</b>	<b>30.2</b>	<b>6.7</b>	<b>4.7</b>	<b>4.1</b>	<b>1.9</b>	<b>1.5</b>	<b>0.2</b>	<b>0.4</b>	<b>9.7</b>	<b>18</b>	<b>81.8</b>	<b>8</b>	<b>508</b>
<b>USA</b>																				
ORLANDO	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	115	1
<b>TOTAL ORLANDO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>115</b>	<b>1</b>
<b>TOTAL USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>115</b>	<b>1</b>
<b>TOTAL CARDIFF WALES</b>			<b>1129</b>	<b>16</b>	<b>122</b>	<b>2.5</b>	<b>32.9</b>	<b>31.3</b>	<b>8.1</b>	<b>6.2</b>	<b>3.3</b>	<b>1.8</b>	<b>2.5</b>	<b>0.4</b>	<b>1.3</b>	<b>9.6</b>	<b>23</b>	<b>80.3</b>	<b>10</b>	<b>1225</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
<b>BULGARIA</b>																					
SOFIA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	4	18	
<b>TOTAL SOFIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	8	9	
<b>TOTAL PAPHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.9</b>	<b>8</b>	<b>9</b>	
<b>TOTAL CYPRUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.9</b>	<b>8</b>	<b>9</b>	
<b>FRANCE</b>																					
BIARRITZ	VISTAJET LTD MALTA	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	61	0.0	0	0	
<b>TOTAL BIARRITZ</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHAMBERY	TUI AIRWAYS LTD	C	10	0	0	20.0	10.0	40.0	20.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NANTES	TITAN AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL NANTES</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NICE	FLYBE LTD	C	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL NICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	48	0	0	6.3	16.7	60.4	4.2	4.2	4.2	4.2	0.0	0.0	0.0	0.0	15	75.0	10	38	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>16.7</b>	<b>60.4</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.0</b>	<b>10</b>	<b>38</b>	
TOULOUSE (BLAGNAC)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>35</b>	<b>1</b>	
<b>TOTAL FRANCE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>17.7</b>	<b>53.2</b>	<b>6.5</b>	<b>3.2</b>	<b>6.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.2</b>	<b>11</b>	<b>39</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	5	23	
<b>TOTAL BERLIN (TEGEL)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>5</b>	<b>23</b>	
<b>TOTAL GERMANY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>5</b>	<b>23</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	32	0	2	0.0	14.7	64.7	11.8	2.9	0.0	0.0	0.0	0.0	0.0	5.9	6	83.3	14	42	
DUBLIN	NETJETS TRANSPORTES AEREOS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.3</b>	<b>62.9</b>	<b>14.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>7</b>	<b>83.3</b>	<b>14</b>	<b>42</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.3</b>	<b>62.9</b>	<b>14.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>7</b>	<b>83.3</b>	<b>14</b>	<b>42</b>	
<b>LATVIA</b>																					
RIGA	WIZZ AIR	S	20	0	0	10.0	45.0	30.0	5.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11	93.8	3	16	
<b>TOTAL RIGA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>45.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	
<b>TOTAL LATVIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>45.0</b>	<b>30.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>93.8</b>	<b>3</b>	<b>16</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>LITHUANIA</b>																					
VILNIUS	WIZZ AIR	S	18	0	0	16.7	38.9	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.0	3	20		
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>95.0</b>	<b>3</b>	<b>20</b>		
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>95.0</b>	<b>3</b>	<b>20</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	59	0	3	1.6	35.5	48.4	6.5	1.6	0.0	1.6	0.0	0.0	0.0	4.8	7	71.0	14	62	
<b>TOTAL AMSTERDAM</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>1.6</b>	<b>35.5</b>	<b>48.4</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>7</b>	<b>71.0</b>	<b>14</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>1.6</b>	<b>35.5</b>	<b>48.4</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>7</b>	<b>71.0</b>	<b>14</b>	<b>62</b>	
<b>NIGERIA</b>																					
LAGOS	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
<b>TOTAL LAGOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL NIGERIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>PAKISTAN</b>																					
ISLAMABAD	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0		
<b>TOTAL ISLAMABAD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL PAKISTAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	30	0	0	3.3	43.3	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	4	36		
<b>TOTAL GDANSK</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>43.3</b>	<b>53.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.9</b>	<b>4</b>	<b>36</b>		
KATOWICE	WIZZ AIR	S	30	0	0	13.3	40.0	26.7	16.7	3.3	0.0	0.0	0.0	0.0	0.0	7	78.9	14	38		
<b>TOTAL KATOWICE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>40.0</b>	<b>26.7</b>	<b>16.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>78.9</b>	<b>14</b>	<b>38</b>		
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	18	0	0	27.8	33.3	22.2	5.6	0.0	0.0	0.0	11.1	0.0	0.0	32	87.5	7	16		
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>33.3</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>87.5</b>	<b>7</b>	<b>16</b>		
POZNAN	WIZZ AIR	S	22	0	0	9.1	22.7	40.9	18.2	9.1	0.0	0.0	0.0	0.0	0.0	11	76.7	9	30		
<b>TOTAL POZNAN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>22.7</b>	<b>40.9</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>76.7</b>	<b>9</b>	<b>30</b>		
WARSAW (CHOPIN)	WIZZ AIR	S	20	0	0	15.0	35.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	11	20		
<b>TOTAL WARSAW (CHOPIN)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>35.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>80.0</b>	<b>11</b>	<b>20</b>		
WROCLAW	WIZZ AIR	S	20	0	0	5.0	40.0	40.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	9	94.4	4	18		
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>40.0</b>	<b>40.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>94.4</b>	<b>4</b>	<b>18</b>		
<b>TOTAL POLAND</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>36.4</b>	<b>37.9</b>	<b>9.3</b>	<b>2.9</b>	<b>0.7</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.5</b>	<b>9</b>	<b>158</b>		
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE LTD	S	6	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	4		
<b>TOTAL FARO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>4</b>		
<b>TOTAL PORTUGAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>4</b>		
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	WIZZ AIR	S	20	0	0	0.0	5.0	10.0	50.0	15.0	20.0	0.0	0.0	0.0	0.0	37	81.3	10	16		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 1 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>10.0</b>	<b>50.0</b>	<b>15.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>81.3</b>	<b>10</b>	<b>16</b>	
CLUJ NAPOCA	WIZZ AIR	S	18	0	0	5.6	27.8	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	87.5	6	16	
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
<b>TOTAL ROMANIA SLOVAK REPUBLIC</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>15.8</b>	<b>15.8</b>	<b>31.6</b>	<b>18.4</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>84.4</b>	<b>8</b>	<b>32</b>	
KOSICE	WIZZ AIR	S	20	0	0	25.0	50.0	20.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	93.8	4	16	
<b>TOTAL KOSICE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>20.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	FLYBE LTD	S	20	0	0	0.0	30.0	55.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	8	26	
ALICANTE	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
ALICANTE	TUI AIRWAYS LTD	C	17	0	0	0.0	47.1	35.3	5.9	0.0	0.0	11.8	0.0	0.0	0.0	0.0	23	53.8	25	26	
<b>TOTAL ALICANTE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.8</b>	<b>44.7</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>69.2</b>	<b>16</b>	<b>52</b>	
MALAGA	FLYBE LTD	S	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	16	26	
MALAGA	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
MALAGA	TUI AIRWAYS LTD	C	18	0	0	5.6	33.3	33.3	5.6	0.0	0.0	11.1	0.0	11.1	0.0	0.0	60	72.2	8	18	
<b>TOTAL MALAGA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>32.0</b>	<b>40.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>70.5</b>	<b>13</b>	<b>44</b>	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	12	0	0	8.3	66.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	82.4	4	17	
<b>TOTAL PALMA DE MALLORCA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>66.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>82.4</b>	<b>4</b>	<b>17</b>	
SEVILLE	ENTER AIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>40.8</b>	<b>39.5</b>	<b>7.9</b>	<b>1.3</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>71.7</b>	<b>13</b>	<b>113</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	22.2	33.3	11.1	5.6	5.6	0.0	16.7	5.6	0.0	0.0	0.0	37	94.4	3	18	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	6	8	
<b>TOTAL LAS PALMAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	3.8	42.3	30.8	3.8	7.7	3.8	0.0	7.7	0.0	0.0	0.0	22	85.2	7	27	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	123	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>41.4</b>	<b>27.6</b>	<b>3.4</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>85.2</b>	<b>7</b>	<b>27</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>37.5</b>	<b>26.8</b>	<b>5.4</b>	<b>5.4</b>	<b>1.8</b>	<b>5.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>88.7</b>	<b>6</b>	<b>53</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	73	0.0	0	0	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017					
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE												Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
<b>TOTAL ABERDEEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BIRMINGHAM	FLYBE LTD	S	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	41	33.3	39	3		
<b>TOTAL BIRMINGHAM</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>33.3</b>	<b>39</b>	<b>3</b>		
CITY OF DERRY (EGLINTON)	ENTER AIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
GATWICK	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2		
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>23</b>	<b>2</b>		
JERSEY	FLYBE LTD	S	28	0	0	3.6	57.1	28.6	3.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	22	28		
<b>TOTAL JERSEY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>57.1</b>	<b>28.6</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>22</b>	<b>28</b>		
LEEDS BRADFORD	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
<b>TOTAL LEEDS BRADFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	90	0.0	0	0		
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>90</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MANCHESTER	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
NEWQUAY	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	66	0.0	0	0		
<b>TOTAL NEWQUAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
SOUTHAMPTON	FLYBE LTD	S	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
<b>TOTAL SOUTHAMPTON</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL UNITED KINGDOM</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>40.5</b>	<b>31.0</b>	<b>7.1</b>	<b>7.1</b>	<b>11.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.7</b>	<b>23</b>	<b>33</b>		
<b>TOTAL DONCASTER</b>			<b>586</b>	<b>0</b>	<b>5</b>	<b>7.3</b>	<b>33.3</b>	<b>38.4</b>	<b>9.3</b>	<b>4.4</b>	<b>3.2</b>	<b>1.7</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>80.4</b>	<b>10</b>	<b>638</b>			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: DURHAM TEES VALLEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	147	0	15	0.6	42.0	31.5	10.5	3.7	2.5	0.0	0.0	0.0	0.0	9.3	8	78.9	11	166	
<b>TOTAL AMSTERDAM</b>			<b>147</b>	<b>0</b>	<b>15</b>	<b>0.6</b>	<b>42.0</b>	<b>31.5</b>	<b>10.5</b>	<b>3.7</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>8</b>	<b>78.9</b>	<b>11</b>	<b>166</b>	
<b>TOTAL NETHERLANDS</b>			<b>147</b>	<b>0</b>	<b>15</b>	<b>0.6</b>	<b>42.0</b>	<b>31.5</b>	<b>10.5</b>	<b>3.7</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>8</b>	<b>78.9</b>	<b>11</b>	<b>166</b>	
<b>SPAIN</b>																					
SEVILLE	ENTER AIR	C	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	159	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>159</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>159</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	18	0	0	0.0	22.2	27.8	5.6	11.1	11.1	5.6	16.7	0.0	0.0	0.0	70	79.8	11	125	
ABERDEEN	FLYBE LTD	S	64	0	14	10.3	25.6	19.2	7.7	3.8	10.3	3.8	1.3	0.0	0.0	17.9	25	0.0	0	0	
ABERDEEN	LOGANAIR LTD	S	56	0	10	1.5	34.8	24.2	6.1	4.5	13.6	0.0	0.0	0.0	0.0	15.2	19	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>138</b>	<b>0</b>	<b>24</b>	<b>5.6</b>	<b>29.0</b>	<b>22.2</b>	<b>6.8</b>	<b>4.9</b>	<b>11.7</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>14.8</b>	<b>28</b>	<b>79.8</b>	<b>11</b>	<b>125</b>	
BIRMINGHAM	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	6	0	0	16.7	16.7	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	20	71.4	35	7	
HUMBERSIDE	FLYBE LTD	S	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>71.4</b>	<b>35</b>	<b>7</b>	
JERSEY	NETJETS TRANSPORTES AEREOS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
<b>TOTAL JERSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>11</b>	<b>1</b>	
LONDON CITY	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL LONDON CITY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWCASTLE	EASTERN AIRWAYS	S	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	47	1	
<b>TOTAL NEWCASTLE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>47</b>	<b>1</b>	
NORWICH	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
<b>TOTAL NORWICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>152</b>	<b>0</b>	<b>24</b>	<b>6.3</b>	<b>27.8</b>	<b>23.9</b>	<b>6.8</b>	<b>5.7</b>	<b>11.4</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13.6</b>	<b>27</b>	<b>79.1</b>	<b>13</b>	<b>135</b>	
<b>TOTAL DURHAM TEES</b>			<b>301</b>	<b>0</b>	<b>39</b>	<b>3.5</b>	<b>34.4</b>	<b>27.4</b>	<b>8.8</b>	<b>4.7</b>	<b>7.1</b>	<b>1.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>19</b>	<b>79.0</b>	<b>12</b>	<b>301</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	DUCAIR	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL INNSBRUCK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SALZBURG	JET2.COM LTD	S	10	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	40	8	
SALZBURG	TUI AIRWAYS LTD	C	3	0	0	33.3	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	90	100.0	0	3	
<b>TOTAL SALZBURG</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>30.8</b>	<b>30.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>72.7</b>	<b>29</b>	<b>11</b>	
<b>TOTAL AUSTRIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>28.6</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>72.7</b>	<b>29</b>	<b>11</b>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	53	0	7	0.0	38.3	35.0	6.7	0.0	1.7	6.7	0.0	0.0	0.0	11.7	15	83.3	9	88	
<b>TOTAL BRUSSELS</b>			<b>53</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>38.3</b>	<b>35.0</b>	<b>6.7</b>	<b>0.0</b>	<b>1.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.7</b>	<b>15</b>	<b>83.3</b>	<b>9</b>	<b>88</b>	
<b>TOTAL BELGIUM</b>			<b>53</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>38.3</b>	<b>35.0</b>	<b>6.7</b>	<b>0.0</b>	<b>1.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.7</b>	<b>15</b>	<b>83.3</b>	<b>9</b>	<b>88</b>	
<b>BULGARIA</b>																					
SOFIA	JET2.COM LTD	C	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	7	5	
SOFIA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL SOFIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>6</b>	<b>6</b>	
<b>TOTAL BULGARIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>6</b>	<b>6</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	7	2	
LARNACA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
<b>TOTAL LARNACA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>66.7</b>	<b>13</b>	<b>3</b>	
PAPHOS	JET2.COM LTD	S	8	0	0	12.5	50.0	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	100.0	4	2	
PAPHOS	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	9	
<b>TOTAL PAPHOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>33.3</b>	<b>40.0</b>	<b>6.7</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>4</b>	<b>11</b>	
<b>TOTAL CYPRUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>47.1</b>	<b>5.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>92.9</b>	<b>6</b>	<b>14</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	5.6	44.4	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	94.4	5	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>33.3</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>33.3</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	
<b>DENMARK</b>																					
COPENHAGEN	DUCAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
COPENHAGEN	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES LTD	S	9	0	1	10.0	20.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	11	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

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Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late								
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4	
<b>TOTAL BERGERAC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
CARCASSONNE	RYANAIR	S	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6	
<b>TOTAL CARCASSONNE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>6</b>	
CHAMBERY	TUI AIRWAYS LTD	C	5	0	0	0.0	20.0	20.0	0.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	82	80.0	11	5	
<b>TOTAL CHAMBERY</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>82</b>	<b>80.0</b>	<b>11</b>	<b>5</b>	
DINARD	RYANAIR	S	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	6	
<b>TOTAL DINARD</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>1</b>	<b>6</b>	
LA ROCHELLE	VOLOTEA	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	212	0.0	0	0	
<b>TOTAL LA ROCHELLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>212</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIMOGES	RYANAIR	S	16	0	4	0.0	20.0	35.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	14	70.8	6	20	
<b>TOTAL LIMOGES</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>20.0</b>	<b>35.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>14</b>	<b>70.8</b>	<b>6</b>	<b>20</b>	
LYON	TRADE AIR	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL LYON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	84	1	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
PARIS (CHARLES DE GAULLE)	VOLOTEA	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.0</b>	<b>20</b>	<b>5</b>	
<b>TOTAL FRANCE</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>27.3</b>	<b>36.4</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>23</b>	<b>82.0</b>	<b>6</b>	<b>46</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	26	0	0	7.7	15.4	46.2	23.1	3.8	0.0	3.8	0.0	0.0	0.0	0.0	15	87.0	5	23	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>46.2</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.0</b>	<b>5</b>	<b>23</b>	
COLOGNE BONN	AIR ALLIANCE EXPRESS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	58	2	
<b>TOTAL COLOGNE BONN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>58</b>	<b>2</b>	
LEIPZIG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2	
<b>TOTAL LEIPZIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>2</b>	
MUNSTER-OSNABRUCK	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	2	
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>21</b>	<b>2</b>	
<b>TOTAL GERMANY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>46.2</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.3</b>	<b>11</b>	<b>29</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>GREECE</b>																				
CHANIA	RYANAIR	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL CHANIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CORFU	RYANAIR	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	12	50.0	15	4	
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>15</b>	<b>4</b>	
RHODES	RYANAIR	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	4	2	
<b>TOTAL RHODES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
<b>TOTAL GREECE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>66.7</b>	<b>11</b>	<b>6</b>	
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	19	0	0	5.3	47.4	31.6	10.5	5.3	0.0	0.0	0.0	0.0	0.0	6	94.4	3	18	
BUDAPEST	RYANAIR	S	20	0	1	4.8	14.3	52.4	4.8	14.3	4.8	0.0	0.0	0.0	4.8	18	100.0	2	6	
<b>TOTAL BUDAPEST</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>30.0</b>	<b>42.5</b>	<b>7.5</b>	<b>10.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>12</b>	<b>95.8</b>	<b>3</b>	<b>24</b>	
<b>TOTAL HUNGARY</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>30.0</b>	<b>42.5</b>	<b>7.5</b>	<b>10.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>12</b>	<b>95.8</b>	<b>3</b>	<b>24</b>	
<b>ICELAND</b>																				
KEFLAVIK	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	5	
<b>TOTAL KEFLAVIK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>5</b>	
<b>TOTAL ICELAND</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>5</b>	
<b>IRISH REPUBLIC</b>																				
DUBLIN	RYANAIR	S	105	0	11	2.6	35.3	30.2	11.2	7.8	2.6	0.0	0.9	0.0	0.0	9.5	13	89.8	7	127
<b>TOTAL DUBLIN</b>			<b>105</b>	<b>0</b>	<b>11</b>	<b>2.6</b>	<b>35.3</b>	<b>30.2</b>	<b>11.2</b>	<b>7.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>13</b>	<b>89.8</b>	<b>7</b>	<b>127</b>
IRELAND WEST(KNOCK)	RYANAIR	S	36	0	2	0.0	21.1	36.8	18.4	15.8	2.6	0.0	0.0	0.0	0.0	5.3	17	81.6	8	38
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.1</b>	<b>36.8</b>	<b>18.4</b>	<b>15.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>17</b>	<b>81.6</b>	<b>8</b>	<b>38</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>141</b>	<b>0</b>	<b>13</b>	<b>1.9</b>	<b>31.8</b>	<b>31.8</b>	<b>13.0</b>	<b>9.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>8.4</b>	<b>14</b>	<b>87.9</b>	<b>7</b>	<b>165</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	26	0	2	3.6	17.9	53.6	7.1	0.0	10.7	0.0	0.0	0.0	0.0	7.1	16	76.9	15	26
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>17.9</b>	<b>53.6</b>	<b>7.1</b>	<b>0.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>16</b>	<b>76.9</b>	<b>15</b>	<b>26</b>
NAPLES	RYANAIR	S	6	0	0	0.0	16.7	16.7	0.0	50.0	16.7	0.0	0.0	0.0	0.0	38	0.0	0	0	
NAPLES	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL NAPLES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
PISA	RYANAIR	S	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	14	100.0	4	4	
<b>TOTAL PISA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
ROME (CIAMPINO)	RYANAIR	S	6	0	0	0.0	16.7	50.0	0.0	16.7	0.0	0.0	0.0	16.7	0.0	0.0	83	79.4	9	34
<b>TOTAL ROME (CIAMPINO)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>83</b>	<b>79.4</b>	<b>9</b>	<b>34</b>
TREVISO	RYANAIR	S	20	0	0	0.0	10.0	55.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	14	77.3	11	22	
<b>TOTAL TREVISO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>55.0</b>	<b>20.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.3</b>	<b>11</b>	<b>22</b>	
<b>TOTAL ITALY</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>15.4</b>	<b>49.2</b>	<b>10.8</b>	<b>10.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>3.1</b>	<b>24</b>	<b>79.3</b>	<b>11</b>	<b>87</b>
<b>LATVIA</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
RIGA	RYANAIR	S	26	0	0	3.8	26.9	50.0	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	4	28
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>50.0</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>92.9</b>	<b>4</b>	<b>28</b>
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>50.0</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>92.9</b>	<b>4</b>	<b>28</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	DUCAIR	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	6	0	0	33.3	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	2
MALTA	RYANAIR	S	26	0	0	3.8	26.9	30.8	26.9	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11	64.3	17	28
<b>TOTAL MALTA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>25.0</b>	<b>31.3</b>	<b>25.0</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>16</b>	<b>30</b>
<b>TOTAL MALTA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>25.0</b>	<b>31.3</b>	<b>25.0</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>66.7</b>	<b>16</b>	<b>30</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	FLYBE LTD	S	60	0	2	1.6	32.3	37.1	9.7	3.2	11.3	1.6	0.0	0.0	0.0	3.2	18	82.3	13	62
<b>TOTAL AMSTERDAM</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>32.3</b>	<b>37.1</b>	<b>9.7</b>	<b>3.2</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>18</b>	<b>82.3</b>	<b>13</b>	<b>62</b>
<b>TOTAL NETHERLANDS</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>32.3</b>	<b>37.1</b>	<b>9.7</b>	<b>3.2</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>18</b>	<b>82.3</b>	<b>13</b>	<b>62</b>
<b>NORWAY</b>																				
TROMSOE	GERMANIA FLUGGESELLSCHAFT	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
<b>TOTAL TROMSOE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
<b>POLAND</b>																				
KRAKOW	RYANAIR	S	26	0	2	0.0	21.4	46.4	10.7	3.6	10.7	0.0	0.0	0.0	0.0	7.1	15	100.0	2	28
KRAKOW	THOMAS COOK AIRLINES LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
KRAKOW	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2
<b>TOTAL KRAKOW</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.3</b>	<b>43.3</b>	<b>13.3</b>	<b>3.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>30</b>
LODZ LUBLINEK	RYANAIR	S	18	0	0	0.0	16.7	44.4	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	5	16
<b>TOTAL LODZ LUBLINEK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>16.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>5</b>	<b>16</b>
RZESZOW	RYANAIR	S	22	0	4	0.0	3.8	61.5	19.2	0.0	0.0	0.0	0.0	0.0	0.0	15.4	11	100.0	2	24
<b>TOTAL RZESZOW</b>			<b>22</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>3.8</b>	<b>61.5</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>24</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	2	10.7	25.0	28.6	7.1	17.9	3.6	0.0	0.0	0.0	0.0	7.1	14	95.8	4	24
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>25.0</b>	<b>28.6</b>	<b>7.1</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>14</b>	<b>95.8</b>	<b>4</b>	<b>24</b>
WROCLAW	RYANAIR	S	36	0	0	2.8	27.8	55.6	0.0	8.3	5.6	0.0	0.0	0.0	0.0	0.0	12	94.4	4	36
<b>TOTAL WROCLAW</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>27.8</b>	<b>55.6</b>	<b>0.0</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>94.4</b>	<b>4</b>	<b>36</b>
<b>TOTAL POLAND</b>			<b>130</b>	<b>0</b>	<b>8</b>	<b>2.9</b>	<b>20.3</b>	<b>47.1</b>	<b>10.1</b>	<b>9.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>13</b>	<b>96.2</b>	<b>3</b>	<b>130</b>
<b>PORTUGAL(EXCLUDING</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
FARO	JET2.COM LTD	S	29	0	1	10.0	36.7	23.3	10.0	6.7	3.3	0.0	0.0	6.7	0.0	3.3	35	88.9	6	18	
FARO	RYANAIR	S	38	0	0	0.0	13.2	55.3	21.1	10.5	0.0	0.0	0.0	0.0	0.0	0.0	12	80.6	8	36	
FARO	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	200	1	
<b>TOTAL FARO</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>23.5</b>	<b>41.2</b>	<b>16.2</b>	<b>8.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>1.5</b>	<b>22</b>	<b>81.8</b>	<b>11</b>	<b>55</b>	
<b>TOTAL PORTUGAL</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>4.4</b>	<b>23.5</b>	<b>41.2</b>	<b>16.2</b>	<b>8.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>1.5</b>	<b>22</b>	<b>81.8</b>	<b>11</b>	<b>55</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	AIR ALLIANCE EXPRESS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2	
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	33	8	
FUNCHAL	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	15	9	
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>55.0</b>	<b>22</b>	<b>19</b>	
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>55.0</b>	<b>22</b>	<b>19</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	51	0	0	7.8	45.1	27.5	2.0	7.8	2.0	0.0	3.9	3.9	0.0	0.0	29	84.1	9	44	
ALICANTE	RYANAIR	S	79	0	3	1.2	31.7	47.6	7.3	3.7	2.4	2.4	0.0	0.0	0.0	3.7	11	80.9	13	94	
ALICANTE	TUI AIRWAYS LTD	C	13	0	0	0.0	30.8	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	13	33.3	24	9	
<b>TOTAL ALICANTE</b>			<b>143</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>36.3</b>	<b>40.4</b>	<b>6.2</b>	<b>5.5</b>	<b>2.1</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>2.1</b>	<b>18</b>	<b>78.9</b>	<b>12</b>	<b>147</b>	
BARCELONA	RYANAIR	S	14	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	10	40	
<b>TOTAL BARCELONA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>71.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>10</b>	<b>40</b>	
GIRONA	RYANAIR	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	4	4	
<b>TOTAL GIRONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
IBIZA	RYANAIR	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2	
<b>TOTAL IBIZA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
LIEIDA	JET2.COM LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL LIEIDA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MAHON	RYANAIR	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3	
<b>TOTAL MAHON</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>3</b>	
MALAGA	JET2.COM LTD	S	39	0	0	5.1	38.5	35.9	10.3	2.6	2.6	0.0	5.1	0.0	0.0	0.0	21	77.3	10	44	
MALAGA	MALETH AERO	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MALAGA	RYANAIR	S	51	0	2	3.8	22.6	50.9	9.4	9.4	0.0	0.0	0.0	0.0	0.0	3.8	9	91.1	7	56	
MALAGA	TUI AIRWAYS LTD	C	11	0	0	0.0	18.2	18.2	27.3	18.2	0.0	0.0	18.2	0.0	0.0	0.0	56	77.8	16	9	
<b>TOTAL MALAGA</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>27.9</b>	<b>41.3</b>	<b>11.5</b>	<b>7.7</b>	<b>1.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>19</b>	<b>84.4</b>	<b>9</b>	<b>109</b>	
MURCIA SAN JAVIER	RYANAIR	S	33	0	2	0.0	20.0	54.3	14.3	5.7	0.0	0.0	0.0	0.0	0.0	5.7	8	82.4	8	34	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</b>	<b>54.3</b>	<b>14.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>8</b>	<b>82.4</b>	<b>8</b>	<b>34</b>	
PALMA DE MALLORCA	JET2.COM LTD	S	26	0	0	15.4	46.2	23.1	3.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	13	20	
PALMA DE MALLORCA	RYANAIR	S	28	0	0	7.1	39.3	39.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9	95.8	3	24	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL PALMA DE MALLORCA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>43.1</b>	<b>31.0</b>	<b>5.2</b>	<b>5.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>82.6</b>	<b>8</b>	<b>46</b>	
REUS	JET2.COM LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	87	0.0	0	0	
REUS	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	5	4	
<b>TOTAL REUS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>75.0</b>	<b>5</b>	<b>4</b>	
SEVILLE	PRIVILEGE STYLE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	2	
SEVILLE	RYANAIR	S	14	0	4	0.0	16.7	33.3	22.2	0.0	5.6	0.0	0.0	0.0	0.0	22.2	15	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>14</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>15</b>	<b>50.0</b>	<b>33</b>	<b>2</b>	
VALENCIA	RYANAIR	S	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	4	
<b>TOTAL VALENCIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
<b>TOTAL SPAIN</b>			<b>393</b>	<b>0</b>	<b>11</b>	<b>4.5</b>	<b>32.2</b>	<b>42.1</b>	<b>8.4</b>	<b>5.7</b>	<b>1.7</b>	<b>0.7</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>2.7</b>	<b>15</b>	<b>82.5</b>	<b>10</b>	<b>395</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	27	0	0	11.1	22.2	33.3	11.1	7.4	7.4	3.7	0.0	3.7	0.0	0.0	35	85.7	12	28	
ARRECIFE	RYANAIR	S	34	0	2	19.4	16.7	41.7	8.3	5.6	2.8	0.0	0.0	0.0	0.0	5.6	9	76.5	21	34	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	26	0	0	15.4	26.9	34.6	3.8	7.7	3.8	7.7	0.0	0.0	0.0	0.0	21	85.7	13	28	
ARRECIFE	TUI AIRWAYS LTD	C	11	0	0	9.1	9.1	45.5	0.0	18.2	0.0	0.0	18.2	0.0	0.0	0.0	53	88.9	7	18	
<b>TOTAL ARRECIFE</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>15.0</b>	<b>20.0</b>	<b>38.0</b>	<b>7.0</b>	<b>8.0</b>	<b>4.0</b>	<b>3.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>24</b>	<b>83.3</b>	<b>14</b>	<b>108</b>	
FUERTEVENTURA	JET2.COM LTD	S	19	0	0	0.0	36.8	52.6	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	16	9	
FUERTEVENTURA	RYANAIR	S	14	0	4	5.6	27.8	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	22.2	5	83.3	12	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	44.4	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	1	17	
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	12	18	
<b>TOTAL FUERTEVENTURA</b>			<b>59</b>	<b>0</b>	<b>4</b>	<b>17.5</b>	<b>30.2</b>	<b>38.1</b>	<b>6.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>4</b>	<b>82.5</b>	<b>9</b>	<b>62</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	16.7	22.2	33.3	11.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	19	81.3	27	16	
LAS PALMAS	RYANAIR	S	12	0	0	25.0	16.7	41.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	7	10	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	38.9	38.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	88.9	6	18	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	8	18	
<b>TOTAL LAS PALMAS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>28.6</b>	<b>39.3</b>	<b>7.1</b>	<b>1.8</b>	<b>5.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.5</b>	<b>12</b>	<b>62</b>	
TENERIFE (SURREINA SOFIA)	DEUTSCHE RETTUNGSFLUGWACHT	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	38	0	0	23.7	34.2	15.8	10.5	7.9	7.9	0.0	0.0	0.0	0.0	0.0	12	91.2	6	34	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	48	0	0	2.1	25.0	45.8	14.6	8.3	2.1	2.1	0.0	0.0	0.0	0.0	14	87.5	8	48	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	36	0	0	11.1	27.8	25.0	13.9	13.9	8.3	0.0	0.0	0.0	0.0	0.0	17	85.3	12	34	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	26	0	0	3.8	34.6	30.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	88.5	4	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>10.1</b>	<b>29.5</b>	<b>30.9</b>	<b>13.4</b>	<b>10.7</b>	<b>4.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.0</b>	<b>8</b>	<b>142</b>	
<b>TOTAL SPAIN(CANARY)</b>			<b>362</b>	<b>0</b>	<b>6</b>	<b>13.6</b>	<b>26.9</b>	<b>35.3</b>	<b>9.5</b>	<b>7.1</b>	<b>3.8</b>	<b>1.4</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>85.3</b>	<b>11</b>	<b>374</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late								
<b>SWITZERLAND</b>																					
GENEVA	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	2	
GENEVA	JET2.COM LTD	S	18	0	2	0.0	40.0	20.0	5.0	5.0	20.0	0.0	0.0	0.0	0.0	10.0	24	85.3	8	34	
<b>TOTAL GENEVA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>5.0</b>	<b>5.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>24</b>	<b>83.3</b>	<b>9</b>	<b>36</b>	
<b>TOTAL SWITZERLAND</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>5.0</b>	<b>5.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>24</b>	<b>83.3</b>	<b>9</b>	<b>36</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	8	1	
<b>TOTAL ANTALYA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
DALAMAN	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI (WORLD CENTRAL)	GAINJET AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
<b>TOTAL UNITED ARAB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	183	0	6	2.1	63.5	18.0	4.2	3.2	4.2	1.6	0.0	0.0	0.0	3.2	9	95.2	3	186	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>183</b>	<b>0</b>	<b>6</b>	<b>2.1</b>	<b>63.5</b>	<b>18.0</b>	<b>4.2</b>	<b>3.2</b>	<b>4.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>9</b>	<b>95.2</b>	<b>3</b>	<b>186</b>	
EDINBURGH	FLYBE LTD	S	136	0	14	4.7	38.0	33.3	4.7	6.7	2.7	0.0	0.7	0.0	0.0	9.3	10	85.8	9	162	
<b>TOTAL EDINBURGH</b>			<b>136</b>	<b>0</b>	<b>14</b>	<b>4.7</b>	<b>38.0</b>	<b>33.3</b>	<b>4.7</b>	<b>6.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>10</b>	<b>85.8</b>	<b>9</b>	<b>162</b>	
GATWICK	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	2	
GATWICK	ENTER AIR	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>14</b>	<b>2</b>	
GLASGOW	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	
GLASGOW	FLYBE LTD	S	135	0	10	0.0	40.7	32.4	7.6	4.1	7.6	0.7	0.0	0.0	0.0	6.9	13	82.6	12	175	
<b>TOTAL GLASGOW</b>			<b>135</b>	<b>0</b>	<b>10</b>	<b>0.0</b>	<b>40.7</b>	<b>32.4</b>	<b>7.6</b>	<b>4.1</b>	<b>7.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>13</b>	<b>82.1</b>	<b>12</b>	<b>176</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	34	0	2	8.3	50.0	13.9	5.6	0.0	0.0	2.8	13.9	0.0	0.0	5.6	45	84.4	6	30	
<b>TOTAL GUERNSEY</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>50.0</b>	<b>13.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>45</b>	<b>84.4</b>	<b>6</b>	<b>30</b>	
JERSEY	FLYBE LTD	S	50	0	4	5.6	44.4	25.9	1.9	7.4	3.7	1.9	1.9	0.0	0.0	7.4	14	75.8	16	60	
<b>TOTAL JERSEY</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>44.4</b>	<b>25.9</b>	<b>1.9</b>	<b>7.4</b>	<b>3.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>14</b>	<b>75.8</b>	<b>16</b>	<b>60</b>	
LEEDS BRADFORD	JET2.COM LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	

## Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PRESTWICK	RYANAIR	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	2
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>49</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>541</b>	<b>0</b>	<b>40</b>	<b>2.9</b>	<b>48.0</b>	<b>26.0</b>	<b>5.0</b>	<b>4.6</b>	<b>4.3</b>	<b>1.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>13</b>	<b>86.2</b>	<b>9</b>	<b>618</b>
<b>TOTAL EAST MIDLANDS</b>			<b>2095</b>	<b>0</b>	<b>98</b>	<b>5.3</b>	<b>33.8</b>	<b>35.3</b>	<b>9.1</b>	<b>6.3</b>	<b>3.5</b>	<b>1.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>4.5</b>	<b>15</b>	<b>85.0</b>	<b>9</b>	<b>2251</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	0.0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	24	100.0	5	8	
INNSBRUCK	TUI AIRWAYS LTD	C	10	0	0	10.0	40.0	20.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	27	62.5	14	8	
<b>TOTAL INNSBRUCK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>22.2</b>	<b>5.6</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>81.3</b>	<b>9</b>	<b>16</b>	
SALZBURG	BA CITYFLYER LTD	C	10	0	0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	57	0.0	0	0	
SALZBURG	JET2.COM LTD	S	10	0	0	10.0	30.0	20.0	0.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	52	50.0	13	8	
<b>TOTAL SALZBURG</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>30.0</b>	<b>15.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>50.0</b>	<b>13</b>	<b>8</b>	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	18	0	2	0.0	50.0	35.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	10.0	4	77.8	11	18	
VIENNA	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	2	
<b>TOTAL VIENNA</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>54.5</b>	<b>31.8</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>3</b>	<b>70.0</b>	<b>14</b>	<b>20</b>	
<b>TOTAL AUSTRIA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>40.0</b>	<b>23.3</b>	<b>3.3</b>	<b>8.3</b>	<b>6.7</b>	<b>1.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>28</b>	<b>70.5</b>	<b>12</b>	<b>44</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	100	0	9	6.4	36.7	28.4	12.8	4.6	2.8	0.0	0.0	0.0	0.0	8.3	10	89.0	9	109	
<b>TOTAL BRUSSELS</b>			<b>100</b>	<b>0</b>	<b>9</b>	<b>6.4</b>	<b>36.7</b>	<b>28.4</b>	<b>12.8</b>	<b>4.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>10</b>	<b>89.0</b>	<b>9</b>	<b>109</b>	
CHARLEROI	RYANAIR	S	28	0	2	10.0	20.0	33.3	26.7	3.3	0.0	0.0	0.0	0.0	0.0	6.7	9	100.0	1	38	
<b>TOTAL CHARLEROI</b>			<b>28</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>20.0</b>	<b>33.3</b>	<b>26.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>9</b>	<b>100.0</b>	<b>1</b>	<b>38</b>	
<b>TOTAL BELGIUM</b>			<b>128</b>	<b>0</b>	<b>11</b>	<b>7.2</b>	<b>33.1</b>	<b>29.5</b>	<b>15.8</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.9</b>	<b>10</b>	<b>91.8</b>	<b>7</b>	<b>147</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	22.2	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>50.0</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CANADA</b>																					
GANDER	NORWEGIAN AIR INTERNATIONAL	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL GANDER</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CANADA</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	16.7	27.8	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	4	18	
PAPHOS	JET2.COM LTD	S	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	5	2	
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	25.0	12.5	25.0	12.5	0.0	0.0	12.5	12.5	0.0	0.0	0.0	48	72.2	11	18	
<b>TOTAL PAPHOS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>20.6</b>	<b>47.1</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>84.2</b>	<b>7</b>	<b>38</b>	
<b>TOTAL CYPRUS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>18.9</b>	<b>51.4</b>	<b>8.1</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>84.2</b>	<b>7</b>	<b>38</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	36	0	4	5.0	30.0	45.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	10.0	6	84.2	10	38	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PRAGUE	RYANAIR	S	28	0	2	0.0	10.0	26.7	36.7	13.3	3.3	3.3	0.0	0.0	0.0	6.7	27	0.0	0	0
<b>TOTAL PRAGUE</b>			<b>64</b>	<b>0</b>	<b>6</b>	<b>2.9</b>	<b>21.4</b>	<b>37.1</b>	<b>18.6</b>	<b>8.6</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>15</b>	<b>84.2</b>	<b>10</b>	<b>38</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>64</b>	<b>0</b>	<b>6</b>	<b>2.9</b>	<b>21.4</b>	<b>37.1</b>	<b>18.6</b>	<b>8.6</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>15</b>	<b>84.2</b>	<b>10</b>	<b>38</b>
<b>DENMARK</b>																				
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	38	0	4	0.0	33.3	31.0	11.9	7.1	7.1	0.0	0.0	0.0	0.0	9.5	16	89.1	8	46
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	32	0	2	0.0	14.7	29.4	29.4	14.7	5.9	0.0	0.0	0.0	0.0	5.9	21	83.3	5	12
COPENHAGEN	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.1	15	22
COPENHAGEN	RYANAIR	S	34	0	2	0.0	11.1	33.3	8.3	38.9	2.8	0.0	0.0	0.0	0.0	5.6	23	77.8	9	36
COPENHAGEN	SAS	S	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL COPENHAGEN</b>			<b>108</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>19.8</b>	<b>31.9</b>	<b>15.5</b>	<b>20.7</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>20</b>	<b>79.3</b>	<b>9</b>	<b>116</b>
<b>TOTAL DENMARK</b>			<b>108</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>19.8</b>	<b>31.9</b>	<b>15.5</b>	<b>20.7</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>20</b>	<b>79.3</b>	<b>9</b>	<b>116</b>
<b>FAROE ISLANDS</b>																				
VAGAR	ATLANTIC AIRWAYS	S	14	0	0	7.1	78.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	41	4
<b>TOTAL VAGAR</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>78.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>41</b>	<b>4</b>
<b>TOTAL FAROE ISLANDS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>78.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>41</b>	<b>4</b>
<b>FINLAND</b>																				
HELSINKI	FINNAIR	S	6	0	0	0.0	33.3	33.3	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	39	50.0	13	4
<b>TOTAL HELSINKI</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>50.0</b>	<b>13</b>	<b>4</b>
<b>TOTAL FINLAND</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>50.0</b>	<b>13</b>	<b>4</b>
<b>FRANCE</b>																				
BEZIERS	RYANAIR	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	12	4
<b>TOTAL BEZIERS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>12</b>	<b>4</b>
BORDEAUX	RYANAIR	S	6	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	3	16
<b>TOTAL BORDEAUX</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.9</b>	<b>3</b>	<b>16</b>
CARCASSONNE	RYANAIR	S	18	0	0	0.0	38.9	44.4	0.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>44.4</b>	<b>0.0</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CHAMBERY	BA CITYFLYER LTD	C	18	0	0	16.7	27.8	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	37.5	21	16
<b>TOTAL CHAMBERY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>37.5</b>	<b>21</b>	<b>16</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	10	0	0	0.0	10.0	60.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	37.5	43	8
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>37.5</b>	<b>43</b>	<b>8</b>
LA ROCHELLE	Unknown	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1
<b>TOTAL LA ROCHELLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>41</b>	<b>1</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	10	0	2	0.0	16.7	33.3	16.7	0.0	0.0	0.0	16.7	0.0	0.0	16.7	46	56.3	14	16
<b>TOTAL LYON</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>46</b>	<b>56.3</b>	<b>14</b>	<b>16</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 16 m early	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
MARSEILLE	RYANAIR	S	14	0	4	0.0	16.7	22.2	27.8	11.1	0.0	0.0	0.0	0.0	0.0	22.2	15	100.0	1	4	
<b>TOTAL MARSEILLE</b>			<b>14</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>16.7</b>	<b>22.2</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>15</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
NANTES	RYANAIR	S	16	0	2	0.0	11.1	66.7	11.1	0.0	0.0	0.0	0.0	0.0	11.1	8	0.0	0	0		
<b>TOTAL NANTES</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>11.1</b>	<b>66.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
NICE	EASYJET AIRLINE COMPANY LTD	S	6	0	0	0.0	16.7	50.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	53	100.0	1	10		
<b>TOTAL NICE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>100.0</b>	<b>1</b>	<b>10</b>		
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	167	0	15	8.8	42.9	27.5	3.8	4.9	3.8	0.0	0.0	0.0	8.2	8	77.6	12	174		
PARIS (CHARLES DE GAULLE)	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2		
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	90	0	10	2.0	27.0	30.0	16.0	11.0	1.0	3.0	0.0	0.0	10.0	17	73.3	13	90		
PARIS (CHARLES DE GAULLE)	EUROPE AIRPOST	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>257</b>	<b>0</b>	<b>25</b>	<b>6.4</b>	<b>37.2</b>	<b>28.4</b>	<b>8.2</b>	<b>7.1</b>	<b>2.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.9</b>	<b>12</b>	<b>76.1</b>	<b>13</b>	<b>268</b>	
PARIS (ORLY)	TRANSAVIA FRANCE	S	28	0	0	0.0	32.1	10.7	28.6	21.4	0.0	7.1	0.0	0.0	0.0	28	80.8	6	26		
<b>TOTAL PARIS (ORLY)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>10.7</b>	<b>28.6</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>80.8</b>	<b>6</b>	<b>26</b>		
TOULOUSE (BLAGNAC)	BA CITYFLYER LTD	C	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3		
TOULOUSE (BLAGNAC)	RYANAIR	S	16	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>47.4</b>	<b>21.1</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>3</b>	<b>3</b>		
<b>TOTAL FRANCE</b>			<b>406</b>	<b>0</b>	<b>33</b>	<b>5.2</b>	<b>33.7</b>	<b>31.0</b>	<b>10.0</b>	<b>7.7</b>	<b>2.3</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>14</b>	<b>74.6</b>	<b>12</b>	<b>372</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	34	0	2	2.8	25.0	27.8	13.9	19.4	2.8	2.8	0.0	0.0	5.6	20	71.9	10	32		
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>25.0</b>	<b>27.8</b>	<b>13.9</b>	<b>19.4</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>20</b>	<b>71.9</b>	<b>10</b>	<b>32</b>		
BREMEN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6		
<b>TOTAL BREMEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>6</b>		
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	26	0	0	0.0	19.2	34.6	11.5	19.2	15.4	0.0	0.0	0.0	0.0	23	0.0	0	0		
COLOGNE BONN	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.8	11	24		
<b>TOTAL COLOGNE BONN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>34.6</b>	<b>11.5</b>	<b>19.2</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>70.8</b>	<b>11</b>	<b>24</b>		
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	20	0	0	5.0	20.0	55.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	12	75.0	11	4		
DUSSELDORF	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
<b>TOTAL DUSSELDORF</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>20.0</b>	<b>55.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>7</b>	<b>6</b>		
FRANKFURT MAIN	LUFTHANSA	S	103	0	7	0.0	30.0	22.7	24.5	10.0	5.5	0.9	0.0	0.0	6.4	18	82.0	7	111		
<b>TOTAL FRANKFURT MAIN</b>			<b>103</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>30.0</b>	<b>22.7</b>	<b>24.5</b>	<b>10.0</b>	<b>5.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>18</b>	<b>82.0</b>	<b>7</b>	<b>111</b>		
HAHN	RYANAIR	S	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	6		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL HAHN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>6</b>		
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	32	0	4	0.0	19.4	52.8	8.3	8.3	0.0	0.0	0.0	0.0	11.1	9	61.1	13	36		
HAMBURG	RYANAIR	S	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
<b>TOTAL HAMBURG</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>15.9</b>	<b>50.0</b>	<b>11.4</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>12</b>	<b>61.1</b>	<b>13</b>	<b>36</b>		
KARLSRUHE/BADEN BADEN	RYANAIR	S	16	0	2	0.0	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	11.1	3	0.0	0	0		
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MUNICH	EASYJET AIRLINE COMPANY LTD	S	58	0	4	6.5	16.1	33.9	24.2	9.7	3.2	0.0	0.0	0.0	6.5	15	48.3	23	60		
MUNICH	EUROWINGS LUFTVERKEHRS	S	34	0	0	0.0	41.2	35.3	5.9	8.8	8.8	0.0	0.0	0.0	0.0	14	100.0	1	2		
<b>TOTAL MUNICH</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>25.0</b>	<b>34.4</b>	<b>17.7</b>	<b>9.4</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>14</b>	<b>50.0</b>	<b>23</b>	<b>62</b>		
NIEDERRHEIN	RYANAIR	S	26	0	2	10.7	46.4	14.3	10.7	7.1	3.6	0.0	0.0	0.0	7.1	10	100.0	3	26		
<b>TOTAL NIEDERRHEIN</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>46.4</b>	<b>14.3</b>	<b>10.7</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>10</b>	<b>100.0</b>	<b>3</b>	<b>26</b>		
STUTT GART	EASYJET AIRLINE COMPANY LTD	S	16	0	2	5.6	38.9	16.7	22.2	5.6	0.0	0.0	0.0	0.0	11.1	10	83.3	10	18		
<b>TOTAL STUTT GART</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>38.9</b>	<b>16.7</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>10</b>	<b>83.3</b>	<b>10</b>	<b>18</b>		
<b>TOTAL GERMANY</b>			<b>379</b>	<b>0</b>	<b>23</b>	<b>2.5</b>	<b>27.4</b>	<b>32.6</b>	<b>15.9</b>	<b>11.2</b>	<b>4.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>15</b>	<b>74.0</b>	<b>11</b>	<b>327</b>		
<b>GREECE</b>																					
ATHENS	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	29.4	52.9	5.9	11.8	0.0	0.0	0.0	0.0	0.0	8	55.6	13	18		
<b>TOTAL ATHENS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>52.9</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>55.6</b>	<b>13</b>	<b>18</b>		
CORFU	RYANAIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
<b>TOTAL CORFU</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL HERAKLION</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL GREECE</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>52.4</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>55.6</b>	<b>13</b>	<b>18</b>		
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
BUDAPEST	JET2.COM LTD	S	17	0	2	0.0	31.6	47.4	0.0	5.3	0.0	5.3	0.0	0.0	10.5	15	55.6	15	18		
BUDAPEST	RYANAIR	S	18	0	2	0.0	20.0	35.0	20.0	15.0	0.0	0.0	0.0	0.0	10.0	14	0.0	0	0		
<b>TOTAL BUDAPEST</b>			<b>37</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>26.8</b>	<b>41.5</b>	<b>9.8</b>	<b>9.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9.8</b>	<b>14</b>	<b>55.6</b>	<b>15</b>	<b>18</b>		
<b>TOTAL HUNGARY</b>			<b>37</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>26.8</b>	<b>41.5</b>	<b>9.8</b>	<b>9.8</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9.8</b>	<b>14</b>	<b>55.6</b>	<b>15</b>	<b>18</b>		
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	38	0	2	2.5	25.0	57.5	5.0	0.0	5.0	0.0	0.0	0.0	5.0	9	67.6	15	34		
KEFLAVIK	TUI AIRWAYS LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
KEFLAVIK	WOW AIR	S	34	0	0	5.9	64.7	17.6	2.9	2.9	0.0	0.0	5.9	0.0	0.0	37	89.3	5	28		
<b>TOTAL KEFLAVIK</b>			<b>72</b>	<b>0</b>	<b>3</b>	<b>4.0</b>	<b>42.7</b>	<b>38.7</b>	<b>4.0</b>	<b>1.3</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>4.0</b>	<b>22</b>	<b>77.4</b>	<b>10</b>	<b>62</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ICELAND</b>			<b>72</b>	<b>0</b>	<b>3</b>	<b>4.0</b>	<b>42.7</b>	<b>38.7</b>	<b>4.0</b>	<b>1.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>4.0</b>	<b>22</b>	<b>77.4</b>	<b>10</b>	<b>62</b>
<b>IRISH REPUBLIC</b>																				
<b>CORK</b>	AER LINGUS	S	72	0	6	7.7	48.7	17.9	5.1	6.4	3.8	2.6	0.0	0.0	0.0	7.7	13	93.8	8	64
<b>TOTAL CORK</b>			<b>72</b>	<b>0</b>	<b>6</b>	<b>7.7</b>	<b>48.7</b>	<b>17.9</b>	<b>5.1</b>	<b>6.4</b>	<b>3.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>13</b>	<b>93.8</b>	<b>8</b>	<b>64</b>
<b>DUBLIN</b>	AER LINGUS	S	250	0	17	2.6	34.1	33.3	12.7	4.9	2.2	0.0	1.9	1.9	0.0	6.4	23	86.0	7	256
<b>DUBLIN</b>	FLYBE LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>DUBLIN</b>	JET2.COM LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>DUBLIN</b>	RYANAIR	S	208	0	16	8.5	39.3	31.3	7.1	4.5	2.2	0.0	0.0	0.0	0.0	7.1	8	94.1	3	204
<b>TOTAL DUBLIN</b>			<b>461</b>	<b>0</b>	<b>33</b>	<b>5.3</b>	<b>36.8</b>	<b>32.2</b>	<b>10.1</b>	<b>4.7</b>	<b>2.2</b>	<b>0.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>6.7</b>	<b>16</b>	<b>89.6</b>	<b>5</b>	<b>460</b>
<b>IRELAND WEST(KNOCK)</b>	FLYBE LTD	S	36	0	2	13.2	39.5	26.3	2.6	2.6	5.3	5.3	0.0	0.0	0.0	5.3	16	73.5	15	34
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>13.2</b>	<b>39.5</b>	<b>26.3</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>16</b>	<b>73.5</b>	<b>15</b>	<b>34</b>
<b>SHANNON</b>	AER LINGUS	S	48	0	4	11.5	53.8	19.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7.7	4	98.1	2	54
<b>SHANNON</b>	FLYBE LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
<b>SHANNON</b>	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0
<b>TOTAL SHANNON</b>			<b>51</b>	<b>0</b>	<b>4</b>	<b>10.9</b>	<b>50.9</b>	<b>20.0</b>	<b>5.5</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>6</b>	<b>98.1</b>	<b>2</b>	<b>54</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>620</b>	<b>0</b>	<b>45</b>	<b>6.5</b>	<b>39.5</b>	<b>29.2</b>	<b>8.7</b>	<b>4.7</b>	<b>2.6</b>	<b>0.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>6.8</b>	<b>15</b>	<b>89.9</b>	<b>6</b>	<b>612</b>
<b>ITALY</b>																				
<b>BERGAMO</b>	RYANAIR	S	42	0	1	0.0	23.3	39.5	20.9	9.3	4.7	0.0	0.0	0.0	0.0	2.3	15	100.0	2	8
<b>TOTAL BERGAMO</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>23.3</b>	<b>39.5</b>	<b>20.9</b>	<b>9.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
<b>BOLOGNA</b>	RYANAIR	S	16	0	2	0.0	27.8	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	11.1	13	94.4	3	18
<b>TOTAL BOLOGNA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>13</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
<b>MILAN (MALPENSA)</b>	EASYJET AIRLINE COMPANY LTD	S	90	0	8	8.2	34.7	33.7	5.1	6.1	4.1	0.0	0.0	0.0	0.0	8.2	10	87.0	12	92
<b>TOTAL MILAN (MALPENSA)</b>			<b>90</b>	<b>0</b>	<b>8</b>	<b>8.2</b>	<b>34.7</b>	<b>33.7</b>	<b>5.1</b>	<b>6.1</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>10</b>	<b>87.0</b>	<b>12</b>	<b>92</b>
<b>NAPLES</b>	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	100.0	0	4
<b>NAPLES</b>	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	150	0.0	0	0
<b>TOTAL NAPLES</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
<b>PISA</b>	RYANAIR	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	4
<b>TOTAL PISA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>4</b>	<b>4</b>
<b>ROME (CIAMPINO)</b>	RYANAIR	S	34	0	2	2.8	19.4	50.0	8.3	8.3	5.6	0.0	0.0	0.0	0.0	5.6	13	84.1	6	44
<b>TOTAL ROME (CIAMPINO)</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>19.4</b>	<b>50.0</b>	<b>8.3</b>	<b>8.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>13</b>	<b>84.1</b>	<b>6</b>	<b>44</b>
<b>ROME (FIUMICINO)</b>	GERMANIA FLUGGESELLSCHAFT	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>ROME (FIUMICINO)</b>	JET2.COM LTD	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>ROME (FIUMICINO)</b>	RYANAIR	S	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>ROME (FIUMICINO)</b>	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	54	0.0	0	0
<b>ROME (FIUMICINO)</b>	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	12	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ROME (FIUMICINO)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>33.3</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>81.3</b>	<b>12</b>	<b>16</b>	
TREVISIO	RYANAIR	S	24	0	2	11.5	30.8	23.1	11.5	7.7	7.7	0.0	0.0	0.0	0.0	7.7	14	0.0	0	0	
<b>TOTAL TREVISIO</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>11.5</b>	<b>30.8</b>	<b>23.1</b>	<b>11.5</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TURIN	JET2.COM LTD	S	10	0	0	0.0	50.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10	62.5	12	8	
<b>TOTAL TURIN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>62.5</b>	<b>12</b>	<b>8</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	32	0	2	5.9	26.5	41.2	8.8	8.8	2.9	0.0	0.0	0.0	0.0	5.9	9	72.2	9	36	
VENICE	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	2	
<b>TOTAL VENICE</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>30.6</b>	<b>38.9</b>	<b>8.3</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>9</b>	<b>68.4</b>	<b>11</b>	<b>38</b>	
VERONA VILLAFRANCA	BA CITYFLYER LTD	C	10	0	0	0.0	20.0	30.0	20.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	67	0.0	0	0	
VERONA VILLAFRANCA	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	24	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>37.5</b>	<b>24</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>283</b>	<b>0</b>	<b>17</b>	<b>4.7</b>	<b>28.7</b>	<b>36.3</b>	<b>10.3</b>	<b>8.7</b>	<b>4.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>15</b>	<b>82.1</b>	<b>9</b>	<b>240</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	2	
<b>TOTAL KAUNAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>TOTAL LITHUANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	20	0	0	5.0	15.0	55.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	11	20	
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>15.0</b>	<b>55.0</b>	<b>10.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>11</b>	<b>20</b>	
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>15.0</b>	<b>55.0</b>	<b>10.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>11</b>	<b>20</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	116	0	12	7.0	28.1	32.8	6.3	10.9	5.5	0.0	0.0	0.0	0.0	9.4	14	67.6	16	108	
AMSTERDAM	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.0	31	50	
AMSTERDAM	KLM	S	243	0	17	2.3	41.5	35.0	7.3	4.2	2.3	0.8	0.0	0.0	0.0	6.5	9	84.2	7	308	
<b>TOTAL AMSTERDAM</b>			<b>359</b>	<b>0</b>	<b>29</b>	<b>3.9</b>	<b>37.1</b>	<b>34.3</b>	<b>7.0</b>	<b>6.4</b>	<b>3.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>11</b>	<b>78.7</b>	<b>12</b>	<b>466</b>	
EINDHOVEN	RYANAIR	S	24	0	2	3.8	53.8	30.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7.7	3	0.0	0	0	
<b>TOTAL EINDHOVEN</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>53.8</b>	<b>30.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NETHERLANDS</b>			<b>383</b>	<b>0</b>	<b>31</b>	<b>3.9</b>	<b>38.2</b>	<b>34.1</b>	<b>6.8</b>	<b>6.0</b>	<b>3.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>10</b>	<b>78.7</b>	<b>12</b>	<b>466</b>	
<b>NORWAY</b>																					
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	38	0	2	0.0	15.0	45.0	20.0	10.0	0.0	2.5	2.5	0.0	0.0	5.0	22	0.0	0	0	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.8	22	32	
OSLO (GARDERMOEN)	SAS	S	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.7</b>	<b>40.9</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>20</b>	<b>61.1</b>	<b>20</b>	<b>34</b>	
<b>TOTAL NORWAY</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.7</b>	<b>40.9</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>20</b>	<b>61.1</b>	<b>20</b>	<b>34</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	26	0	2	10.7	35.7	21.4	17.9	3.6	0.0	0.0	3.6	0.0	0.0	7.1	20	84.6	6	26	
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>35.7</b>	<b>21.4</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>20</b>	<b>84.6</b>	<b>6</b>	<b>26</b>	
KATOWICE	RYANAIR	S	16	0	2	0.0	11.1	33.3	38.9	5.6	0.0	0.0	0.0	0.0	0.0	11.1	17	0.0	0	0	
<b>TOTAL KATOWICE</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	32	0	2	8.8	35.3	44.1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	4	88.2	6	34	
KRAKOW	RYANAIR	S	28	0	2	3.3	46.7	36.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7	4	88.2	5	34	
<b>TOTAL KRAKOW</b>			<b>60</b>	<b>0</b>	<b>4</b>	<b>6.3</b>	<b>40.6</b>	<b>40.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>4</b>	<b>88.2</b>	<b>6</b>	<b>68</b>	
POZNAN	RYANAIR	S	16	0	1	11.8	17.6	58.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	6	88.9	4	18	
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>11.8</b>	<b>17.6</b>	<b>58.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>6</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	24	0	2	26.9	38.5	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7.7	2	80.8	9	26	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>26.9</b>	<b>38.5</b>	<b>23.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>2</b>	<b>80.8</b>	<b>9</b>	<b>26</b>	
WROCLAW	RYANAIR	S	16	0	2	11.1	33.3	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	11.1	9	0.0	0	0	
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>162</b>	<b>0</b>	<b>13</b>	<b>10.3</b>	<b>32.6</b>	<b>33.1</b>	<b>12.6</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>9</b>	<b>86.2</b>	<b>6</b>	<b>138</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	JET2.COM LTD	S	22	0	2	8.3	33.3	41.7	4.2	4.2	0.0	0.0	0.0	0.0	0.0	8.3	5	85.0	6	20	
FARO	RYANAIR	S	22	0	0	9.1	27.3	18.2	27.3	9.1	0.0	9.1	0.0	0.0	0.0	0.0	23	77.3	23	22	
<b>TOTAL FARO</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>8.7</b>	<b>30.4</b>	<b>30.4</b>	<b>15.2</b>	<b>6.5</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>14</b>	<b>81.0</b>	<b>15</b>	<b>42</b>	
LISBON	EASYJET AIRLINE COMPANY LTD	S	24	0	2	7.7	23.1	42.3	11.5	3.8	3.8	0.0	0.0	0.0	0.0	7.7	10	88.5	14	26	
<b>TOTAL LISBON</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>23.1</b>	<b>42.3</b>	<b>11.5</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>10</b>	<b>88.5</b>	<b>14</b>	<b>26</b>	
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	0.0	33.3	44.4	16.7	0.0	0.0	0.0	0.0	5.6	0.0	0.0	28	100.0	0	2	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL PORTUGAL</b>			<b>86</b>	<b>0</b>	<b>4</b>	<b>6.7</b>	<b>28.9</b>	<b>36.7</b>	<b>14.4</b>	<b>4.4</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>4.4</b>	<b>16</b>	<b>84.3</b>	<b>14</b>	<b>70</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	32	18	
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>60.0</b>	<b>32</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>60.0</b>	<b>32</b>	<b>18</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	14.5	43.5	27.4	6.5	4.8	3.2	0.0	0.0	0.0	0.0	0.0	8	80.6	11	62	

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>43.5</b>	<b>27.4</b>	<b>6.5</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.6</b>	<b>11</b>	<b>62</b>	
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>43.5</b>	<b>27.4</b>	<b>6.5</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.6</b>	<b>11</b>	<b>62</b>	
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	16	0	2	0.0	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	11.1	6	83.3	5	18	
<b>TOTAL BRATISLAVA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>6</b>	<b>83.3</b>	<b>5</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>6</b>	<b>83.3</b>	<b>5</b>	<b>18</b>	
<b>SPAIN</b>																				
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	22.2	44.4	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	5	16	
ALICANTE	JET2.COM LTD	S	26	0	0	7.7	57.7	19.2	3.8	3.8	7.7	0.0	0.0	0.0	0.0	12	80.8	9	26	
ALICANTE	RYANAIR	S	38	0	2	2.5	35.0	35.0	17.5	2.5	2.5	0.0	0.0	0.0	5.0	10	65.0	15	40	
ALICANTE	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	47	16	
<b>TOTAL ALICANTE</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>44.0</b>	<b>28.6</b>	<b>10.7</b>	<b>2.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>9</b>	<b>74.5</b>	<b>17</b>	<b>98</b>	
ASTURIAS	TRANSAVIA	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ASTURIAS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	31	2	
BARCELONA	RYANAIR	S	46	0	4	4.0	30.0	50.0	4.0	4.0	0.0	0.0	0.0	0.0	8.0	6	75.0	11	48	
BARCELONA	VUELING AIRLINES	S	26	0	2	10.7	14.3	25.0	25.0	10.7	7.1	0.0	0.0	0.0	7.1	19	65.4	15	26	
<b>TOTAL BARCELONA</b>			<b>76</b>	<b>0</b>	<b>6</b>	<b>6.1</b>	<b>23.2</b>	<b>42.7</b>	<b>12.2</b>	<b>6.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>10</b>	<b>69.7</b>	<b>13</b>	<b>76</b>	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	16	0	0	12.5	37.5	6.3	18.8	18.8	6.3	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL BILBAO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>6.3</b>	<b>18.8</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GIRONA	RYANAIR	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	4	
<b>TOTAL GIRONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	
IBIZA	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	7	4	
<b>TOTAL IBIZA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>75.0</b>	<b>7</b>	<b>4</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	72	0	8	6.3	32.5	31.3	7.5	6.3	6.3	0.0	0.0	0.0	10.0	13	80.0	10	80	
MADRID	IBERIA EXPRESS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	8	
<b>TOTAL MADRID</b>			<b>72</b>	<b>0</b>	<b>8</b>	<b>6.3</b>	<b>32.5</b>	<b>31.3</b>	<b>7.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>13</b>	<b>81.8</b>	<b>10</b>	<b>88</b>	
MALAGA	JET2.COM LTD	S	22	0	0	0.0	45.5	36.4	9.1	0.0	0.0	9.1	0.0	0.0	0.0	17	50.0	24	26	
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	10	16	
MALAGA	RYANAIR	S	38	0	2	5.0	27.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	5.0	7	67.5	10	40	
<b>TOTAL MALAGA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>33.9</b>	<b>45.2</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>11</b>	<b>64.6</b>	<b>14</b>	<b>82</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	2	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>2</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
PALMA DE MALLORCA	JET2.COM LTD	S	18	0	2	5.0	30.0	40.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	10.0	7	77.8	11	18	
PALMA DE MALLORCA	RYANAIR	S	14	0	0	14.3	50.0	28.6	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	9	26	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>37.1</b>	<b>37.1</b>	<b>5.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>6</b>	<b>82.6</b>	<b>9</b>	<b>46</b>	
SANTANDER	RYANAIR	S	16	0	0	0.0	31.3	31.3	18.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	17	88.9	10	18	
<b>TOTAL SANTANDER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>10</b>	<b>18</b>	
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	RYANAIR	S	26	0	1	14.8	37.0	25.9	11.1	7.4	0.0	0.0	0.0	0.0	0.0	3.7	8	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>14.8</b>	<b>37.0</b>	<b>25.9</b>	<b>11.1</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VIGO	RYANAIR	S	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	2	
<b>TOTAL VIGO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
ZARAGOZA	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
<b>TOTAL ZARAGOZA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>401</b>	<b>0</b>	<b>21</b>	<b>6.9</b>	<b>33.4</b>	<b>35.5</b>	<b>10.7</b>	<b>5.2</b>	<b>2.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>10</b>	<b>75.2</b>	<b>13</b>	<b>420</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	27	0	2	17.2	17.2	24.1	24.1	3.4	0.0	3.4	0.0	3.4	0.0	6.9	32	38.9	24	18	
ARRECIFE	RYANAIR	S	16	0	2	11.1	27.8	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	11.1	7	72.2	22	18	
ARRECIFE	TUI AIRWAYS LTD	C	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	10	
<b>TOTAL ARRECIFE</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>16.0</b>	<b>20.0</b>	<b>30.0</b>	<b>18.0</b>	<b>4.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>8.0</b>	<b>22</b>	<b>65.2</b>	<b>18</b>	<b>46</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	11.1	66.7	11.1	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	14	100.0	1	10	
FUERTEVENTURA	RYANAIR	S	18	0	0	5.6	22.2	38.9	11.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	22	50.0	39	12	
<b>TOTAL FUERTEVENTURA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>25.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.7</b>	<b>21</b>	<b>22</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	11.1	50.0	27.8	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	15	80.0	11	10	
LAS PALMAS	RYANAIR	S	18	0	0	5.6	27.8	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	4	16	
LAS PALMAS	TUI AIRWAYS LTD	C	5	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	26	8	
<b>TOTAL LAS PALMAS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>36.6</b>	<b>41.5</b>	<b>4.9</b>	<b>4.9</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.3</b>	<b>11</b>	<b>34</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	24	0	2	7.7	38.5	23.1	11.5	3.8	3.8	3.8	0.0	0.0	0.0	7.7	16	92.9	5	28	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	26	0	0	15.4	34.6	23.1	11.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	95.8	2	24	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	16.7	44.4	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	79.2	12	24	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	34	0	2	0.0	8.3	55.6	8.3	22.2	0.0	0.0	0.0	0.0	0.0	5.6	16	88.9	4	36	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	38.9	44.4	5.6	0.0	0.0	5.6	5.6	0.0	0.0	0.0	91	88.9	7	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>7.3</b>	<b>29.8</b>	<b>36.3</b>	<b>9.7</b>	<b>10.5</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>3.2</b>	<b>24</b>	<b>89.2</b>	<b>6</b>	<b>130</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More than	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>243</b>	<b>0</b>	<b>8</b>	<b>9.2</b>	<b>31.1</b>	<b>34.3</b>	<b>10.0</b>	<b>7.6</b>	<b>1.6</b>	<b>2.0</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>3.2</b>	<b>20</b>	<b>82.3</b>	<b>10</b>	<b>232</b>	
<b>GOTEBORG (LANDVETTER)</b>	RYANAIR	S	4	0	0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	50	0.0	49	4	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>0.0</b>	<b>49</b>	<b>4</b>	
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR INTERNATIONAL	S	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	16	0	2	0.0	11.1	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11	75.0	10	20	
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	34	0	2	0.0	25.0	50.0	8.3	8.3	2.8	0.0	0.0	0.0	0.0	5.6	10	68.8	16	32	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>52</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>19.6</b>	<b>48.2</b>	<b>17.9</b>	<b>5.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>11</b>	<b>71.2</b>	<b>13</b>	<b>52</b>	
<b>TOTAL SWEDEN</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>18.3</b>	<b>45.0</b>	<b>16.7</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>13</b>	<b>66.1</b>	<b>16</b>	<b>56</b>	
<b>SWITZERLAND</b>																					
<b>BALE MULHOUSE</b>	EASYJET AIRLINE COMPANY LTD	S	24	0	4	0.0	28.6	28.6	10.7	10.7	0.0	0.0	7.1	0.0	0.0	14.3	39	92.9	6	28	
<b>BALE MULHOUSE</b>	EASYJET SWITZERLAND	S	16	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	17	16	
<b>TOTAL BALE MULHOUSE</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>31.8</b>	<b>36.4</b>	<b>6.8</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>24</b>	<b>86.4</b>	<b>10</b>	<b>44</b>	
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	108	0	14	0.8	31.1	30.3	11.5	9.8	0.8	1.6	0.8	1.6	0.0	11.5	22	71.7	14	120	
<b>GENEVA</b>	EASYJET SWITZERLAND	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>GENEVA</b>	JET2.COM LTD	S	18	0	0	0.0	38.9	38.9	0.0	5.6	5.6	5.6	0.0	5.6	0.0	0.0	39	79.2	7	24	
<b>GENEVA</b>	TUI AIRWAYS LTD	C	9	0	0	11.1	22.2	33.3	0.0	11.1	0.0	0.0	0.0	22.2	0.0	0.0	349	85.7	10	7	
<b>TOTAL GENEVA</b>			<b>139</b>	<b>0</b>	<b>14</b>	<b>1.3</b>	<b>31.4</b>	<b>31.4</b>	<b>9.8</b>	<b>9.8</b>	<b>1.3</b>	<b>2.0</b>	<b>0.7</b>	<b>3.3</b>	<b>0.0</b>	<b>9.2</b>	<b>45</b>	<b>73.5</b>	<b>12</b>	<b>151</b>	
<b>ZURICH</b>	EDELWEISS AIR	S	10	0	0	10.0	30.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2	
<b>TOTAL ZURICH</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL SWITZERLAND</b>			<b>189</b>	<b>0</b>	<b>18</b>	<b>2.4</b>	<b>31.4</b>	<b>33.8</b>	<b>8.7</b>	<b>8.7</b>	<b>1.0</b>	<b>1.4</b>	<b>1.4</b>	<b>2.4</b>	<b>0.0</b>	<b>8.7</b>	<b>39</b>	<b>76.6</b>	<b>12</b>	<b>197</b>	
<b>TURKEY</b>																					
<b>DALAMAN</b>	EASYJET AIRLINE COMPANY LTD	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ISTANBUL</b>	THY TURKISH AIRLINES	S	46	0	2	10.4	31.3	35.4	6.3	4.2	8.3	0.0	0.0	0.0	0.0	4.2	11	71.4	11	42	
<b>TOTAL ISTANBUL</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>31.3</b>	<b>35.4</b>	<b>6.3</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>11</b>	<b>71.4</b>	<b>11</b>	<b>42</b>	
<b>TOTAL TURKEY</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>11.5</b>	<b>30.8</b>	<b>36.5</b>	<b>5.8</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>11</b>	<b>71.4</b>	<b>11</b>	<b>42</b>	
<b>UNITED ARAB EMIRATES</b>																					
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	S	44	0	0	15.9	34.1	29.5	9.1	4.5	2.3	2.3	2.3	0.0	0.0	0.0	18	76.2	14	42	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>34.1</b>	<b>29.5</b>	<b>9.1</b>	<b>4.5</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>76.2</b>	<b>14</b>	<b>42</b>	
<b>TOTAL UNITED ARAB</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>34.1</b>	<b>29.5</b>	<b>9.1</b>	<b>4.5</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>76.2</b>	<b>14</b>	<b>42</b>	
<b>UNITED KINGDOM</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	224	0	16	4.2	50.4	27.5	3.3	2.9	3.8	1.3	0.0	0.0	0.0	6.7	9	84.8	8	264
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>224</b>	<b>0</b>	<b>16</b>	<b>4.2</b>	<b>50.4</b>	<b>27.5</b>	<b>3.3</b>	<b>2.9</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>9</b>	<b>84.8</b>	<b>8</b>	<b>264</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	182	0	16	0.0	42.4	24.2	16.7	7.6	1.0	0.0	0.0	0.0	0.0	8.1	10	74.5	11	192
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>182</b>	<b>0</b>	<b>16</b>	<b>0.0</b>	<b>42.4</b>	<b>24.2</b>	<b>16.7</b>	<b>7.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>10</b>	<b>74.5</b>	<b>11</b>	<b>192</b>
BENBECULA	LOGANAIR LTD	S	18	0	2	20.0	15.0	35.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	10.0	7	0.0	0	0
<b>TOTAL BENBECULA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>20.0</b>	<b>15.0</b>	<b>35.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BIRMINGHAM	FLYBE LTD	S	335	0	37	3.5	42.7	26.3	4.8	5.9	3.2	2.4	1.1	0.0	0.0	9.9	15	80.6	14	386
BIRMINGHAM	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2
<b>TOTAL BIRMINGHAM</b>			<b>335</b>	<b>0</b>	<b>37</b>	<b>3.5</b>	<b>42.7</b>	<b>26.3</b>	<b>4.8</b>	<b>5.9</b>	<b>3.2</b>	<b>2.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>9.9</b>	<b>15</b>	<b>80.5</b>	<b>14</b>	<b>388</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	204	0	28	2.6	34.1	26.3	8.2	5.2	9.9	0.9	0.9	0.0	0.0	12.1	20	80.1	10	236
<b>TOTAL BRISTOL</b>			<b>204</b>	<b>0</b>	<b>28</b>	<b>2.6</b>	<b>34.1</b>	<b>26.3</b>	<b>8.2</b>	<b>5.2</b>	<b>9.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>12.1</b>	<b>20</b>	<b>80.1</b>	<b>10</b>	<b>236</b>
CARDIFF WALES	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
CARDIFF WALES	FLYBE LTD	S	96	0	10	4.7	39.6	29.2	5.7	6.6	2.8	0.0	1.9	0.0	0.0	9.4	14	88.0	10	108
<b>TOTAL CARDIFF WALES</b>			<b>98</b>	<b>0</b>	<b>10</b>	<b>4.6</b>	<b>39.8</b>	<b>29.6</b>	<b>5.6</b>	<b>6.5</b>	<b>2.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>14</b>	<b>88.0</b>	<b>10</b>	<b>108</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	136	0	14	4.0	44.0	27.3	6.7	6.0	1.3	0.7	0.7	0.0	0.0	9.3	10	86.4	9	162
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>136</b>	<b>0</b>	<b>15</b>	<b>4.0</b>	<b>43.7</b>	<b>27.2</b>	<b>6.6</b>	<b>6.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>9.9</b>	<b>10</b>	<b>86.4</b>	<b>9</b>	<b>162</b>
EXETER	FLYBE LTD	S	56	0	6	1.6	27.4	33.9	8.1	14.5	3.2	0.0	1.6	0.0	0.0	9.7	18	79.0	15	62
<b>TOTAL EXETER</b>			<b>56</b>	<b>0</b>	<b>6</b>	<b>1.6</b>	<b>27.4</b>	<b>33.9</b>	<b>8.1</b>	<b>14.5</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>18</b>	<b>79.0</b>	<b>15</b>	<b>62</b>
GATWICK	BRITISH AIRWAYS PLC	S	199	0	15	14.0	50.5	13.6	4.7	4.7	4.7	0.0	0.9	0.0	0.0	7.0	11	87.7	5	199
GATWICK	EASYJET AIRLINE COMPANY LTD	S	226	0	22	8.9	39.5	26.6	5.6	5.6	3.6	0.0	1.2	0.0	0.0	8.9	12	71.2	17	258
<b>TOTAL GATWICK</b>			<b>425</b>	<b>0</b>	<b>37</b>	<b>11.3</b>	<b>44.6</b>	<b>20.6</b>	<b>5.2</b>	<b>5.2</b>	<b>4.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>11</b>	<b>78.4</b>	<b>12</b>	<b>457</b>
HEATHROW	BRITISH AIRWAYS PLC	S	546	0	39	5.3	52.0	22.6	5.8	2.7	3.4	1.5	0.0	0.0	0.0	6.7	9	87.0	6	604
HEATHROW	FLYBE LTD	S	206	0	16	13.5	36.5	33.8	3.6	3.6	0.5	1.4	0.0	0.0	0.0	7.2	6	89.4	7	46
<b>TOTAL HEATHROW</b>			<b>752</b>	<b>0</b>	<b>55</b>	<b>7.6</b>	<b>47.7</b>	<b>25.7</b>	<b>5.2</b>	<b>3.0</b>	<b>2.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>9</b>	<b>87.1</b>	<b>6</b>	<b>650</b>
ISLE OF MAN	LOGANAIR LTD	S	16	0	2	11.1	22.2	22.2	5.6	16.7	5.6	5.6	0.0	0.0	0.0	11.1	24	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</b>	<b>5.6</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
<b>TOTAL JERSEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KIRKWALL	LOGANAIR LTD	S	140	0	13	13.1	45.8	20.3	2.0	3.3	3.9	2.6	0.7	0.0	0.0	8.5	13	89.4	10	142

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL KIRKWALL</b>			<b>140</b>	<b>0</b>	<b>13</b>	<b>13.1</b>	<b>45.8</b>	<b>20.3</b>	<b>2.0</b>	<b>3.3</b>	<b>3.9</b>	<b>2.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>13</b>	<b>89.4</b>	<b>10</b>	<b>142</b>	
LONDON CITY	BA CITYFLYER LTD	S	418	0	36	9.5	50.4	20.5	5.9	2.9	2.2	0.4	0.0	0.2	0.0	7.9	8	82.3	11	520	
LONDON CITY	FLYBE LTD	S	185	0	22	2.9	44.0	28.0	6.3	3.9	2.9	1.0	0.5	0.0	0.0	10.6	11	74.8	14	263	
<b>TOTAL LONDON CITY</b>			<b>603</b>	<b>0</b>	<b>58</b>	<b>7.4</b>	<b>48.4</b>	<b>22.8</b>	<b>6.1</b>	<b>3.2</b>	<b>2.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>8.8</b>	<b>9</b>	<b>79.7</b>	<b>12</b>	<b>783</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	172	0	14	4.3	32.3	25.8	15.6	10.2	3.8	0.5	0.0	0.0	0.0	7.5	15	66.8	17	190	
<b>TOTAL LUTON</b>			<b>172</b>	<b>0</b>	<b>14</b>	<b>4.3</b>	<b>32.3</b>	<b>25.8</b>	<b>15.6</b>	<b>10.2</b>	<b>3.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>15</b>	<b>66.8</b>	<b>17</b>	<b>190</b>	
MANCHESTER	FLYBE LTD	S	168	0	16	3.3	42.9	32.6	4.9	3.3	3.3	0.0	1.1	0.0	0.0	8.7	9	83.3	12	174	
<b>TOTAL MANCHESTER</b>			<b>168</b>	<b>0</b>	<b>16</b>	<b>3.3</b>	<b>42.9</b>	<b>32.6</b>	<b>4.9</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>9</b>	<b>83.3</b>	<b>12</b>	<b>174</b>	
NORWICH	LOGANAIR LTD	S	97	0	13	11.8	27.3	24.5	8.2	5.5	7.3	1.8	1.8	0.0	0.0	11.8	21	88.2	16	110	
<b>TOTAL NORWICH</b>			<b>97</b>	<b>0</b>	<b>13</b>	<b>11.8</b>	<b>27.3</b>	<b>24.5</b>	<b>8.2</b>	<b>5.5</b>	<b>7.3</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>21</b>	<b>88.2</b>	<b>16</b>	<b>110</b>	
SOUTHAMPTON	FLYBE LTD	S	241	0	22	9.5	42.2	31.2	6.1	1.9	0.8	0.0	0.0	0.0	0.0	8.4	4	81.0	12	290	
<b>TOTAL SOUTHAMPTON</b>			<b>241</b>	<b>0</b>	<b>22</b>	<b>9.5</b>	<b>42.2</b>	<b>31.2</b>	<b>6.1</b>	<b>1.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.4</b>	<b>4</b>	<b>81.0</b>	<b>12</b>	<b>290</b>	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	206	0	22	1.3	35.5	31.1	8.3	7.9	4.8	0.9	0.4	0.0	0.0	9.6	15	75.8	13	236	
STANSTED	RYANAIR	S	48	0	4	0.0	7.7	23.1	23.1	30.8	7.7	0.0	0.0	0.0	0.0	7.7	28	83.1	8	236	
<b>TOTAL STANSTED</b>			<b>254</b>	<b>0</b>	<b>26</b>	<b>1.1</b>	<b>30.4</b>	<b>29.6</b>	<b>11.1</b>	<b>12.1</b>	<b>5.4</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>17</b>	<b>79.4</b>	<b>10</b>	<b>472</b>	
STORNOWAY	LOGANAIR LTD	S	70	0	5	16.0	49.3	21.3	4.0	0.0	2.7	0.0	0.0	0.0	0.0	6.7	4	84.8	7	89	
<b>TOTAL STORNOWAY</b>			<b>70</b>	<b>0</b>	<b>5</b>	<b>16.0</b>	<b>49.3</b>	<b>21.3</b>	<b>4.0</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>4</b>	<b>84.8</b>	<b>7</b>	<b>89</b>	
SUMBURGH	LOGANAIR LTD	S	144	0	11	9.7	54.2	15.5	3.9	4.5	1.9	1.9	1.3	0.0	0.0	7.1	13	82.3	10	138	
<b>TOTAL SUMBURGH</b>			<b>144</b>	<b>0</b>	<b>11</b>	<b>9.7</b>	<b>54.2</b>	<b>15.5</b>	<b>3.9</b>	<b>4.5</b>	<b>1.9</b>	<b>1.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>13</b>	<b>82.3</b>	<b>10</b>	<b>138</b>	
WICK JOHN O GROATS	LOGANAIR LTD	S	50	0	2	9.6	30.8	32.7	3.8	3.8	11.5	1.9	1.9	0.0	0.0	3.8	21	77.6	21	58	
<b>TOTAL WICK JOHN O GROATS</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>9.6</b>	<b>30.8</b>	<b>32.7</b>	<b>3.8</b>	<b>3.8</b>	<b>11.5</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>21</b>	<b>77.6</b>	<b>21</b>	<b>58</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>4387</b>	<b>0</b>	<b>404</b>	<b>6.6</b>	<b>43.0</b>	<b>25.4</b>	<b>6.6</b>	<b>5.0</b>	<b>3.4</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.4</b>	<b>11</b>	<b>81.4</b>	<b>11</b>	<b>4965</b>	
<b>USA</b>																					
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	12	0	0	16.7	41.7	25.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	11	12	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	10	0	0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	37.5	45	8	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>27.3</b>	<b>36.4</b>	<b>22.7</b>	<b>4.5</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>55.0</b>	<b>25</b>	<b>20</b>	
NEW YORK (NEWARK)	UNITED AIRLINES	S	60	0	2	3.2	14.5	14.5	24.2	22.6	14.5	1.6	1.6	0.0	0.0	3.2	34	71.0	11	60	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>14.5</b>	<b>14.5</b>	<b>24.2</b>	<b>22.6</b>	<b>14.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>34</b>	<b>71.0</b>	<b>11</b>	<b>60</b>	
NEWBURGH/USA	NORWEGIAN AIR INTERNATIONAL	S	26	0	2	3.6	17.9	39.3	10.7	14.3	3.6	0.0	0.0	3.6	0.0	7.1	57	0.0	0	0	
<b>TOTAL NEWBURGH/USA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>17.9</b>	<b>39.3</b>	<b>10.7</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>57</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PROVIDENCE	NORWEGIAN AIR INTERNATIONAL	S	18	0	1	36.8	31.6	15.8	5.3	5.3	0.0	0.0	0.0	0.0	0.0	5.3	4	0.0	0	0	
<b>TOTAL PROVIDENCE</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>36.8</b>	<b>31.6</b>	<b>15.8</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WINDSOR LOCKS BRADLEY INTL	NORWEGIAN AIR INTERNATIONAL	S	12	0	3	13.3	13.3	33.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	20.0	12	0.0	0	0	

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL WINDSOR LOCKS BRADLEY INTL			12	0	3	13.3	13.3	33.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	20.0	12	0.0	0	0
TOTAL USA			138	0	8	12.3	20.5	22.6	15.1	15.1	6.8	0.7	0.7	0.7	0.0	5.5	28	67.1	15	80
TOTAL EDINBURGH			8542	0	670	6.2	38.0	29.1	8.6	6.1	3.2	0.9	0.5	0.2	0.0	7.3	13	80.5	11	8902

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m early														
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LARNACA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
PAPHOS	TUI AIRWAYS LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL PAPHOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL CYPRUS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>FRANCE</b>																					
CHAMBERY	FLYBE LTD	S	7	0	0	0.0	0.0	71.4	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	28	57.1	19	7	
CHAMBERY	TUI AIRWAYS LTD	C	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL CHAMBERY</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>46.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>57.1</b>	<b>19</b>	<b>7</b>	
LYON	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	156	0.0	0	0		
<b>TOTAL LYON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>156</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	57	1	3	1.6	16.4	41.0	9.8	13.1	3.3	8.2	0.0	0.0	1.6	4.9	27	78.0	12	59	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>57</b>	<b>1</b>	<b>3</b>	<b>1.6</b>	<b>16.4</b>	<b>41.0</b>	<b>9.8</b>	<b>13.1</b>	<b>3.3</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>4.9</b>	<b>27</b>	<b>78.0</b>	<b>12</b>	<b>59</b>	
<b>TOTAL FRANCE</b>			<b>74</b>	<b>1</b>	<b>3</b>	<b>2.6</b>	<b>17.9</b>	<b>41.0</b>	<b>10.3</b>	<b>10.3</b>	<b>2.6</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>3.8</b>	<b>28</b>	<b>75.8</b>	<b>13</b>	<b>66</b>	
<b>GERMANY</b>																					
MUNICH	BMI REGIONAL	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	35	0	4	5.1	38.5	20.5	7.7	7.7	7.7	2.6	0.0	0.0	10.3	20	91.1	4	44		
<b>TOTAL DUBLIN</b>			<b>35</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>38.5</b>	<b>20.5</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>20</b>	<b>91.1</b>	<b>4</b>	<b>44</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>35</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>38.5</b>	<b>20.5</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>20</b>	<b>91.1</b>	<b>4</b>	<b>44</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	53	0	5	0.0	22.4	44.8	10.3	10.3	3.4	0.0	0.0	0.0	0.0	8.6	13	80.6	9	62	
<b>TOTAL AMSTERDAM</b>			<b>53</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>22.4</b>	<b>44.8</b>	<b>10.3</b>	<b>10.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>13</b>	<b>80.6</b>	<b>9</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>53</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>22.4</b>	<b>44.8</b>	<b>10.3</b>	<b>10.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>13</b>	<b>80.6</b>	<b>9</b>	<b>62</b>	
<b>NORWAY</b>																					
BARDUFOSS	ENTER AIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BARDUFOSS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>																					
KRAKOW	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
<b>TOTAL KRAKOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>TOTAL POLAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>		
<b>PORTUGAL(EXCLUDING</b>																					



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
FARO	FLYBE LTD	S	7	0	0	0.0	57.1	28.6	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	29	100.0	0	2	
<b>TOTAL FARO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL PORTUGAL SPAIN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
ALICANTE	FLYBE LTD	S	26	0	0	0.0	26.9	53.8	15.4	0.0	0.0	0.0	3.8	0.0	0.0	0.0	14	63.3	17	30	
<b>TOTAL ALICANTE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>53.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>63.3</b>	<b>17</b>	<b>30</b>	
MALAGA	FLYBE LTD	S	21	1	1	0.0	26.1	21.7	17.4	4.3	0.0	13.0	8.7	0.0	4.3	4.3	50	92.9	10	28	
<b>TOTAL MALAGA</b>			<b>21</b>	<b>1</b>	<b>1</b>	<b>0.0</b>	<b>26.1</b>	<b>21.7</b>	<b>17.4</b>	<b>4.3</b>	<b>0.0</b>	<b>13.0</b>	<b>8.7</b>	<b>0.0</b>	<b>4.3</b>	<b>4.3</b>	<b>50</b>	<b>89.7</b>	<b>10</b>	<b>28</b>	
PALMA DE MALLORCA	FLYBE LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	7	4	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PALMA DE MALLORCA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.0</b>	<b>6</b>	<b>5</b>	
<b>TOTAL SPAIN</b>			<b>53</b>	<b>1</b>	<b>1</b>	<b>0.0</b>	<b>27.3</b>	<b>41.8</b>	<b>14.5</b>	<b>1.8</b>	<b>0.0</b>	<b>5.5</b>	<b>5.5</b>	<b>0.0</b>	<b>1.8</b>	<b>1.8</b>	<b>27</b>	<b>76.6</b>	<b>13</b>	<b>63</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	TUI AIRWAYS LTD	C	17	0	1	16.7	11.1	33.3	5.6	0.0	0.0	5.6	5.6	16.7	0.0	5.6	112	100.0	1	17	
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>16.7</b>	<b>11.1</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>112</b>	<b>100.0</b>	<b>1</b>	<b>17</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	37.5	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	35	100.0	3	8	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	23	3	0	3.8	50.0	26.9	7.7	0.0	0.0	0.0	0.0	0.0	11.5	0.0	2	96.4	3	28	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>23</b>	<b>3</b>	<b>0</b>	<b>3.8</b>	<b>50.0</b>	<b>26.9</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>2</b>	<b>96.4</b>	<b>3</b>	<b>28</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>48</b>	<b>3</b>	<b>1</b>	<b>7.7</b>	<b>32.7</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>1.9</b>	<b>5.8</b>	<b>5.8</b>	<b>1.9</b>	<b>47</b>	<b>98.1</b>	<b>2</b>	<b>53</b>	
<b>SWITZERLAND</b>																					
GENEVA	FLYBE LTD	S	9	1	0	0.0	10.0	30.0	20.0	10.0	10.0	10.0	0.0	0.0	10.0	0.0	42	78.3	10	22	
<b>TOTAL GENEVA</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>42</b>	<b>78.3</b>	<b>10</b>	<b>22</b>	
<b>TOTAL SWITZERLAND</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>42</b>	<b>75.0</b>	<b>10</b>	<b>22</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	36	0	4	0.0	27.5	40.0	10.0	12.5	0.0	0.0	0.0	0.0	0.0	10.0	10	82.9	7	40	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>36</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>27.5</b>	<b>40.0</b>	<b>10.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10</b>	<b>82.9</b>	<b>7</b>	<b>40</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	4	
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>49</b>	<b>4</b>	
EDINBURGH	FLYBE LTD	S	56	0	4	5.0	23.3	41.7	3.3	13.3	5.0	0.0	1.7	0.0	0.0	6.7	18	80.6	13	62	
<b>TOTAL EDINBURGH</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>5.0</b>	<b>23.3</b>	<b>41.7</b>	<b>3.3</b>	<b>13.3</b>	<b>5.0</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>18</b>	<b>80.6</b>	<b>13</b>	<b>62</b>	
GLASGOW	FLYBE LTD	S	36	0	4	0.0	22.5	50.0	10.0	7.5	0.0	0.0	0.0	0.0	0.0	10.0	9	71.7	15	46	
<b>TOTAL GLASGOW</b>			<b>36</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>22.5</b>	<b>50.0</b>	<b>10.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>9</b>	<b>70.2</b>	<b>15</b>	<b>46</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GUERNSEY	FLYBE LTD	S	44	0	5	4.1	32.7	28.6	4.1	8.2	4.1	6.1	2.0	0.0	0.0	10.2	27	81.3	8	47
<b>TOTAL GUERNSEY</b>			<b>44</b>	<b>0</b>	<b>5</b>	<b>4.1</b>	<b>32.7</b>	<b>28.6</b>	<b>4.1</b>	<b>8.2</b>	<b>4.1</b>	<b>6.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.2</b>	<b>27</b>	<b>81.3</b>	<b>8</b>	<b>47</b>
ISLES OF SCILLY (ST.MARYS)	ISLES OF SCILLY SKYBUS	S	38	0	0	5.3	28.9	50.0	5.3	2.6	2.6	5.3	0.0	0.0	0.0	0.0	15	70.3	24	37
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>28.9</b>	<b>50.0</b>	<b>5.3</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.3</b>	<b>24</b>	<b>37</b>
JERSEY	FLYBE LTD	S	48	1	4	5.7	34.0	28.3	5.7	5.7	7.5	1.9	1.9	0.0	1.9	7.5	20	72.2	23	54
<b>TOTAL JERSEY</b>			<b>48</b>	<b>1</b>	<b>4</b>	<b>5.7</b>	<b>34.0</b>	<b>28.3</b>	<b>5.7</b>	<b>5.7</b>	<b>7.5</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>7.5</b>	<b>20</b>	<b>72.2</b>	<b>23</b>	<b>54</b>
LONDON CITY	FLYBE LTD	S	53	0	4	5.3	45.6	29.8	3.5	5.3	1.8	1.8	0.0	0.0	0.0	7.0	9	95.0	6	60
<b>TOTAL LONDON CITY</b>			<b>53</b>	<b>0</b>	<b>4</b>	<b>5.3</b>	<b>45.6</b>	<b>29.8</b>	<b>3.5</b>	<b>5.3</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>9</b>	<b>93.4</b>	<b>6</b>	<b>60</b>
LUTON	AURIGNY AIR SERVICES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	FLYBE LTD	S	138	0	9	1.4	43.5	36.1	7.5	3.4	2.0	0.0	0.0	0.0	0.0	6.1	6	85.2	7	174
<b>TOTAL MANCHESTER</b>			<b>138</b>	<b>0</b>	<b>9</b>	<b>1.4</b>	<b>43.5</b>	<b>36.1</b>	<b>7.5</b>	<b>3.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>6</b>	<b>84.7</b>	<b>7</b>	<b>174</b>
NEWCASTLE	FLYBE LTD	S	48	1	4	0.0	20.8	47.2	11.3	3.8	5.7	1.9	0.0	0.0	1.9	7.5	16	81.6	6	46
<b>TOTAL NEWCASTLE</b>			<b>48</b>	<b>1</b>	<b>4</b>	<b>0.0</b>	<b>20.8</b>	<b>47.2</b>	<b>11.3</b>	<b>3.8</b>	<b>5.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>7.5</b>	<b>16</b>	<b>81.6</b>	<b>6</b>	<b>46</b>
NORWICH	FLYBE LTD	S	30	1	4	2.9	11.4	31.4	25.7	2.9	5.7	0.0	5.7	0.0	2.9	11.4	33	75.7	17	37
<b>TOTAL NORWICH</b>			<b>30</b>	<b>1</b>	<b>4</b>	<b>2.9</b>	<b>11.4</b>	<b>31.4</b>	<b>25.7</b>	<b>2.9</b>	<b>5.7</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>2.9</b>	<b>11.4</b>	<b>33</b>	<b>75.7</b>	<b>17</b>	<b>37</b>
SOUTHAMPTON	FLYBE LTD	S	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHEND	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	145	1
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>145</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>528</b>	<b>4</b>	<b>42</b>	<b>2.8</b>	<b>32.1</b>	<b>37.6</b>	<b>7.8</b>	<b>6.1</b>	<b>3.3</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.7</b>	<b>7.3</b>	<b>14</b>	<b>79.5</b>	<b>12</b>	<b>608</b>
<b>TOTAL EXETER</b>			<b>810</b>	<b>11</b>	<b>56</b>	<b>2.7</b>	<b>30.2</b>	<b>37.3</b>	<b>8.7</b>	<b>6.2</b>	<b>3.1</b>	<b>2.9</b>	<b>1.0</b>	<b>0.3</b>	<b>1.3</b>	<b>6.4</b>	<b>19</b>	<b>80.2</b>	<b>11</b>	<b>923</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: GATWICK (Full Analysis)

## NUMBER OF FLIGHTS

## PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ALBANIA</b>																					
TIRANA	BRITISH AIRWAYS PLC	S	55	0	0	3.6	23.6	47.3	9.1	9.1	7.3	0.0	0.0	0.0	0.0	0.0	14	83.3	11	41	
TIRANA	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	33	0.0	29	1		
<b>TOTAL TIRANA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>23.2</b>	<b>46.4</b>	<b>8.9</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.4</b>	<b>11</b>	<b>42</b>		
<b>TOTAL ALBANIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>23.2</b>	<b>46.4</b>	<b>8.9</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.4</b>	<b>11</b>	<b>42</b>		
<b>ALGERIA</b>																					
ALGIERS	BRITISH AIRWAYS PLC	S	48	0	0	6.3	31.3	27.1	14.6	12.5	2.1	6.3	0.0	0.0	0.0	21	61.4	15	44		
<b>TOTAL ALGIERS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>27.1</b>	<b>14.6</b>	<b>12.5</b>	<b>2.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.4</b>	<b>15</b>	<b>44</b>		
<b>TOTAL ALGERIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>27.1</b>	<b>14.6</b>	<b>12.5</b>	<b>2.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>61.4</b>	<b>15</b>	<b>44</b>		
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	BRITISH AIRWAYS PLC	S	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	71.4	8	7		
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	8.6	40.0	34.3	5.7	5.7	2.9	2.9	0.0	0.0	0.0	11	81.8	8	33		
<b>TOTAL ANTIGUA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>41.5</b>	<b>31.7</b>	<b>4.9</b>	<b>4.9</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>8</b>	<b>40</b>		
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>41.5</b>	<b>31.7</b>	<b>4.9</b>	<b>4.9</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>8</b>	<b>40</b>		
<b>ARGENTINA</b>																					
BUENOS AIRES	NORWEGIAN AIR UK LTD	S	35	0	1	0.0	27.8	33.3	13.9	11.1	5.6	5.6	0.0	0.0	2.8	26	0.0	0	0		
<b>TOTAL BUENOS AIRES</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>13.9</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL ARGENTINA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>13.9</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
INNSBRUCK	AUSTRIAN AIRLINES	S	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	8		
INNSBRUCK	BRITISH AIRWAYS PLC	S	40	0	0	15.0	45.0	25.0	2.5	7.5	0.0	5.0	0.0	0.0	0.0	12	87.5	6	40		
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	154	0	0	11.0	31.8	37.7	5.2	7.8	5.2	1.3	0.0	0.0	0.0	12	83.8	9	154		
INNSBRUCK	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.1	4	34		
INNSBRUCK	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	8		
INNSBRUCK	THOMAS COOK AIRLINES LTD	S	38	0	0	15.8	34.2	28.9	7.9	10.5	2.6	0.0	0.0	0.0	0.0	11	87.5	8	8		
INNSBRUCK	TUI AIRWAYS LTD	C	20	0	0	5.0	30.0	40.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	8	93.8	6	16		
<b>TOTAL INNSBRUCK</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>34.1</b>	<b>35.2</b>	<b>6.7</b>	<b>7.4</b>	<b>3.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.9</b>	<b>8</b>	<b>268</b>		
KLAGENFURT	EASYJET AIRLINE COMPANY LTD	S	10	0	0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>TOTAL KLAGENFURT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
LINZ	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	162	0.0	0	0		
<b>TOTAL LINZ</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>162</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
SALZBURG	BRITISH AIRWAYS PLC	C	9	0	0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	12	8		
SALZBURG	BRITISH AIRWAYS PLC	S	80	0	0	7.5	52.5	25.0	3.8	6.3	5.0	0.0	0.0	0.0	0.0	9	90.0	5	80		
SALZBURG	EASYJET AIRLINE COMPANY LTD	S	42	0	0	19.0	26.2	33.3	9.5	11.9	0.0	0.0	0.0	0.0	0.0	9	78.9	7	38		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 1 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
SALZBURG	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8	
SALZBURG	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	8	
SALZBURG	TUI AIRWAYS LTD	C	13	0	0	0.0	30.8	46.2	0.0	7.7	0.0	7.7	7.7	0.0	0.0	0.0	34	90.9	4	11	
<b>TOTAL SALZBURG</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>40.8</b>	<b>29.6</b>	<b>7.2</b>	<b>7.2</b>	<b>2.6</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.6</b>	<b>6</b>	<b>153</b>	
VIENNA	BRITISH AIRWAYS PLC	S	26	0	0	7.7	7.7	30.8	15.4	15.4	11.5	7.7	3.8	0.0	0.0	0.0	42	90.9	4	22	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	116	0	0	1.7	23.3	50.9	10.3	7.8	2.6	1.7	1.7	0.0	0.0	0.0	16	76.9	9	117	
<b>TOTAL VIENNA</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>20.4</b>	<b>47.2</b>	<b>11.3</b>	<b>9.2</b>	<b>4.2</b>	<b>2.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>79.1</b>	<b>8</b>	<b>139</b>	
<b>TOTAL AUSTRIA</b>			<b>575</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>32.5</b>	<b>36.5</b>	<b>8.0</b>	<b>7.7</b>	<b>3.3</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.6</b>	<b>7</b>	<b>560</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	SILK WAY AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>4</b>	
<b>TOTAL AZERBAIJAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>4</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	BRITISH AIRWAYS PLC	S	97	0	0	8.2	44.3	22.7	11.3	9.3	4.1	0.0	0.0	0.0	0.0	0.0	12	78.6	15	98	
BRIDGETOWN	THOMAS COOK AIRLINES LTD	C	14	0	0	14.3	7.1	21.4	14.3	28.6	0.0	7.1	7.1	0.0	0.0	0.0	39	60.0	21	10	
BRIDGETOWN	THOMAS COOK AIRLINES LTD	S	6	0	0	33.3	0.0	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
BRIDGETOWN	TUI AIRWAYS LTD	C	25	0	0	12.0	8.0	28.0	8.0	4.0	16.0	8.0	8.0	8.0	0.0	0.0	87	55.0	50	20	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	22.6	24.2	29.0	12.9	9.7	1.6	0.0	0.0	0.0	0.0	0.0	10	83.9	9	62	
<b>TOTAL BRIDGETOWN</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>29.9</b>	<b>25.5</b>	<b>11.8</b>	<b>10.3</b>	<b>4.4</b>	<b>1.5</b>	<b>1.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>76.8</b>	<b>17</b>	<b>190</b>	
<b>TOTAL BARBADOS</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>29.9</b>	<b>25.5</b>	<b>11.8</b>	<b>10.3</b>	<b>4.4</b>	<b>1.5</b>	<b>1.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>76.8</b>	<b>17</b>	<b>190</b>	
<b>BELARUS</b>																					
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	26	0	0	0.0	23.1	50.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	67.9	17	28	
<b>TOTAL MINSK INT'L</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>50.0</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.9</b>	<b>17</b>	<b>28</b>	
<b>TOTAL BELARUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>50.0</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.9</b>	<b>17</b>	<b>28</b>	
<b>BELGIUM</b>																					
ANTWERP	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
<b>TOTAL ANTWERP</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
<b>BERMUDA</b>																					
BERMUDA	BRITISH AIRWAYS PLC	S	48	0	0	12.5	37.5	25.0	6.3	8.3	10.4	0.0	0.0	0.0	0.0	0.0	15	93.8	4	48	
<b>TOTAL BERMUDA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>6.3</b>	<b>8.3</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>93.8</b>	<b>4</b>	<b>48</b>	
<b>TOTAL BERMUDA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>6.3</b>	<b>8.3</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>93.8</b>	<b>4</b>	<b>48</b>	
<b>BULGARIA</b>																					
SOFIA	EASYJET AIRLINE COMPANY LTD	S	90	0	1	17.6	26.4	42.9	2.2	7.7	0.0	0.0	2.2	0.0	0.0	1.1	10	88.0	9	92	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
SOFIA	GERMANIA FLUGGESELLSCHAFT	C	10	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
SOFIA	SMALL PLANET AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	19	5	
SOFIA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	6	
SOFIA	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
SOFIA	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	33.3	27	3	
<b>TOTAL SOFIA</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>15.1</b>	<b>27.4</b>	<b>43.4</b>	<b>1.9</b>	<b>7.5</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>84.0</b>	<b>10</b>	<b>106</b>	
<b>TOTAL BULGARIA</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>15.1</b>	<b>27.4</b>	<b>43.4</b>	<b>1.9</b>	<b>7.5</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>12</b>	<b>84.0</b>	<b>10</b>	<b>106</b>	
<b>CANADA</b>																					
CALGARY	WEST JET AIRLINES	S	26	0	0	7.7	19.2	46.2	7.7	15.4	3.8	0.0	0.0	0.0	0.0	0.0	16	69.2	39	26	
<b>TOTAL CALGARY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>19.2</b>	<b>46.2</b>	<b>7.7</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>69.2</b>	<b>39</b>	<b>26</b>	
TORONTO	AIR TRANSAT	S	62	0	0	1.6	16.1	29.0	24.2	16.1	8.1	1.6	3.2	0.0	0.0	0.0	29	54.8	26	62	
TORONTO	WEST JET AIRLINES	S	62	0	0	6.5	22.6	35.5	12.9	17.7	1.6	3.2	0.0	0.0	0.0	0.0	19	38.7	29	62	
<b>TOTAL TORONTO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>19.4</b>	<b>32.3</b>	<b>18.5</b>	<b>16.9</b>	<b>4.8</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>46.8</b>	<b>27</b>	<b>124</b>	
VANCOUVER	AIR TRANSAT	S	6	0	0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	8	18	
<b>TOTAL VANCOUVER</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
<b>TOTAL CANADA</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>21.8</b>	<b>33.3</b>	<b>16.0</b>	<b>16.0</b>	<b>4.5</b>	<b>1.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>54.2</b>	<b>27</b>	<b>168</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	8	
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	28	0	0	3.6	35.7	39.3	14.3	0.0	0.0	0.0	3.6	3.6	0.0	0.0	63	72.2	10	18	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>39.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>73.1</b>	<b>10</b>	<b>26</b>	
ILHA DO SAL C.VERDE	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	13	10	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	16	10	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	34	0	0	0.0	11.8	58.8	11.8	14.7	2.9	0.0	0.0	0.0	0.0	0.0	16	42.3	27	26	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>11.9</b>	<b>59.5</b>	<b>9.5</b>	<b>11.9</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>54.3</b>	<b>21</b>	<b>46</b>	
<b>TOTAL CAPE VERDE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>21.4</b>	<b>51.4</b>	<b>11.4</b>	<b>7.1</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>61.1</b>	<b>17</b>	<b>72</b>	
<b>CHINA</b>																					
TIANJIN	TIANJIN AIRLINES	S	16	0	0	0.0	18.8	31.3	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	25	61.1	16	18	
<b>TOTAL TIANJIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>61.1</b>	<b>16</b>	<b>18</b>	
XIAMEN	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
<b>TOTAL XIAMEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>	
<b>TOTAL CHINA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>63.2</b>	<b>16</b>	<b>19</b>	
<b>COSTA RICA</b>																					
LIBERIA	TUI AIRWAYS LTD	C	9	0	0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	25.0	75	8	
<b>TOTAL LIBERIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>25.0</b>	<b>75</b>	<b>8</b>	
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	25	0	0	12.0	16.0	28.0	12.0	12.0	12.0	4.0	4.0	0.0	0.0	0.0	35	68.0	18	25	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL SAN JOSE COST RICA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>16.0</b>	<b>28.0</b>	<b>12.0</b>	<b>12.0</b>	<b>12.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>68.0</b>	<b>18</b>	<b>25</b>	
<b>TOTAL COSTA RICA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>17.6</b>	<b>32.4</b>	<b>11.8</b>	<b>8.8</b>	<b>8.8</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>57.6</b>	<b>32</b>	<b>33</b>	
<b>CROATIA</b>																					
DUBROVNIK	BRITISH AIRWAYS PLC	S	30	0	0	6.7	40.0	43.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	96.4	2	28	
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
DUBROVNIK	NORWEGIAN AIR INTERNATIONAL	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
DUBROVNIK	SILK WAY AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL DUBROVNIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>38.2</b>	<b>44.1</b>	<b>8.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>96.6</b>	<b>2</b>	<b>29</b>	
SPLIT	BRITISH AIRWAYS PLC	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	6	0	0	0.0	50.0	16.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	55	0.0	23	2	
SPLIT	NORWEGIAN AIR INTERNATIONAL	S	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL SPLIT</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>8.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>23</b>	<b>2</b>	
<b>TOTAL CROATIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>39.1</b>	<b>34.8</b>	<b>6.5</b>	<b>10.9</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>90.3</b>	<b>4</b>	<b>31</b>	
<b>CUBA</b>																					
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	3.8	19.2	46.2	11.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	15	88.5	4	26	
<b>TOTAL HAVANA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>46.2</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.5</b>	<b>4</b>	<b>26</b>	
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	12.5	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	44.4	33	9	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>44.4</b>	<b>33</b>	<b>9</b>	
VARADERO	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	16	10	
<b>TOTAL VARADERO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>44.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.0</b>	<b>16</b>	<b>10</b>	
<b>TOTAL CUBA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>16.3</b>	<b>48.8</b>	<b>18.6</b>	<b>7.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.6</b>	<b>12</b>	<b>45</b>	
<b>CYPRUS</b>																					
LARNACA	COBALT	S	50	0	0	4.0	38.0	28.0	12.0	4.0	8.0	2.0	4.0	0.0	0.0	0.0	28	0.0	0	0	
LARNACA	EASYJET AIRLINE COMPANY LTD	S	55	0	0	9.1	21.8	43.6	9.1	10.9	0.0	3.6	1.8	0.0	0.0	0.0	18	70.5	14	61	
LARNACA	NORWEGIAN AIR INTERNATIONAL	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	68.8	8	16	
LARNACA	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	6	5	
<b>TOTAL LARNACA</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>28.3</b>	<b>38.1</b>	<b>11.5</b>	<b>7.1</b>	<b>3.5</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>72.0</b>	<b>12</b>	<b>82</b>	
PAPHOS	BRITISH AIRWAYS PLC	S	26	0	0	11.5	23.1	30.8	11.5	0.0	15.4	0.0	3.8	3.8	0.0	0.0	76	100.0	6	4	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	75	0	0	13.3	20.0	40.0	22.7	2.7	1.3	0.0	0.0	0.0	0.0	0.0	9	76.7	11	73	
PAPHOS	THOMAS COOK AIRLINES LTD	S	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	100.0	1	2	
PAPHOS	TUI AIRWAYS LTD	C	32	0	0	6.3	21.9	25.0	15.6	15.6	12.5	3.1	0.0	0.0	0.0	0.0	27	81.0	7	42	
<b>TOTAL PAPHOS</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>21.3</b>	<b>34.6</b>	<b>18.4</b>	<b>5.1</b>	<b>7.4</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>79.3</b>	<b>9</b>	<b>121</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CYPRUS</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>24.5</b>	<b>36.1</b>	<b>15.3</b>	<b>6.0</b>	<b>5.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>76.4</b>	<b>10</b>	<b>203</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	4.8	21.0	35.5	12.9	14.5	8.1	0.8	2.4	0.0	0.0	0.0	25	87.1	6	124
PRAGUE	SMARTWINGS	S	20	0	5	0.0	24.0	16.0	8.0	8.0	16.0	0.0	8.0	0.0	0.0	20.0	43	86.3	5	102
<b>TOTAL PRAGUE</b>			<b>144</b>	<b>0</b>	<b>5</b>	<b>4.0</b>	<b>21.5</b>	<b>32.2</b>	<b>12.1</b>	<b>13.4</b>	<b>9.4</b>	<b>0.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>27</b>	<b>86.7</b>	<b>6</b>	<b>226</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>144</b>	<b>0</b>	<b>5</b>	<b>4.0</b>	<b>21.5</b>	<b>32.2</b>	<b>12.1</b>	<b>13.4</b>	<b>9.4</b>	<b>0.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>27</b>	<b>86.7</b>	<b>6</b>	<b>226</b>
<b>DENMARK</b>																				
AALBORG	NORWEGIAN AIR INTERNATIONAL	S	26	0	0	3.8	46.2	23.1	11.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	17	70.0	19	20
<b>TOTAL AALBORG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>46.2</b>	<b>23.1</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.0</b>	<b>19</b>	<b>20</b>
BILLUND	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
<b>TOTAL BILLUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>14</b>	<b>1</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	172	0	0	8.7	41.9	32.0	7.0	5.8	2.3	2.3	0.0	0.0	0.0	0.0	11	87.2	6	219
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	311	0	1	2.9	32.1	32.4	11.2	11.2	8.0	1.6	0.3	0.0	0.0	0.3	19	73.4	13	278
<b>TOTAL COPENHAGEN</b>			<b>483</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>35.5</b>	<b>32.2</b>	<b>9.7</b>	<b>9.3</b>	<b>6.0</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>16</b>	<b>79.5</b>	<b>10</b>	<b>497</b>
<b>TOTAL DENMARK</b>			<b>509</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>36.1</b>	<b>31.8</b>	<b>9.8</b>	<b>9.2</b>	<b>5.7</b>	<b>2.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>16</b>	<b>79.2</b>	<b>10</b>	<b>518</b>
<b>DOMINICAN REPUBLIC</b>																				
LA ROMANA	TUI AIRWAYS LTD	C	6	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL LA ROMANA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PUERTO PLATA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	62	50.0	16	8
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>62</b>	<b>50.0</b>	<b>16</b>	<b>8</b>
PUNTA CANA	BRITISH AIRWAYS PLC	S	26	0	0	7.7	34.6	19.2	19.2	11.5	0.0	7.7	0.0	0.0	0.0	0.0	21	89.5	4	19
PUNTA CANA	TUI AIRWAYS LTD	C	18	0	0	22.2	11.1	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	57.9	22	19
<b>TOTAL PUNTA CANA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>25.0</b>	<b>29.5</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.7</b>	<b>13</b>	<b>38</b>
<b>TOTAL DOMINICAN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>25.9</b>	<b>32.8</b>	<b>15.5</b>	<b>6.9</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>69.6</b>	<b>14</b>	<b>46</b>
<b>EGYPT</b>																				
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	19.2	26.9	15.4	7.7	19.2	7.7	3.8	0.0	0.0	0.0	48	31.6	32	18
HURGHADA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	45
HURGHADA	THOMAS COOK AIRLINES LTD	S	53	0	0	7.5	17.0	52.8	7.5	7.5	7.5	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
HURGHADA	TUI AIRWAYS LTD	S	18	0	0	0.0	27.8	55.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	55.6	24	18
<b>TOTAL HURGHADA</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>19.6</b>	<b>46.4</b>	<b>11.3</b>	<b>6.2</b>	<b>9.3</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>56.1</b>	<b>19</b>	<b>81</b>
MARSA ALAM	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	20.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
MARSA ALAM	TUI AIRWAYS LTD	S	8	0	0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	2	10
<b>TOTAL MARSA ALAM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>90.0</b>	<b>2</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>20.9</b>	<b>46.1</b>	<b>11.3</b>	<b>6.1</b>	<b>7.8</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>59.8</b>	<b>17</b>	<b>91</b>
<b>ESTONIA</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TALLIN	AIR BALTIC	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
TALLIN	EASYJET AIRLINE COMPANY LTD	S	24	0	0	8.3	33.3	33.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	13	88.9	4	18	
<b>TOTAL TALLIN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>35.7</b>	<b>17.9</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
<b>TOTAL ESTONIA FINLAND</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>35.7</b>	<b>17.9</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
ENONTEKIO	ENTER AIR	C	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0	
<b>TOTAL ENONTEKIO</b>			<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HELSINKI	NORWEGIAN AIR INTERNATIONAL	S	115	0	0	4.3	28.7	35.7	16.5	9.6	1.7	1.7	0.0	1.7	0.0	0.0	25	56.9	23	116	
<b>TOTAL HELSINKI</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>28.7</b>	<b>35.7</b>	<b>16.5</b>	<b>9.6</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>56.9</b>	<b>23</b>	<b>116</b>	
IVALO	FINNAIR	S	14	0	0	14.3	28.6	42.9	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL IVALO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KITTILA	EASYJET AIRLINE COMPANY LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	20	5	
KITTILA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
KITTILA	FINNAIR	S	6	0	0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL KITTILA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>40.0</b>	<b>20</b>	<b>5</b>	
ROVANIEMI	NORWEGIAN AIR INTERNATIONAL	S	20	0	0	30.0	55.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	14	
<b>TOTAL ROVANIEMI</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>55.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>6</b>	<b>14</b>	
<b>TOTAL FINLAND</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>8.8</b>	<b>33.8</b>	<b>33.1</b>	<b>11.9</b>	<b>7.5</b>	<b>1.9</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>59.3</b>	<b>21</b>	<b>135</b>	
<b>FRANCE</b>																					
BORDEAUX	BRITISH AIRWAYS PLC	S	80	0	0	13.8	48.8	22.5	6.3	3.8	0.0	5.0	0.0	0.0	0.0	0.0	10	86.8	4	74	
BORDEAUX	EASYJET AIRLINE COMPANY LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	91	0	0	14.3	40.7	24.2	8.8	3.3	5.5	1.1	2.2	0.0	0.0	0.0	14	78.4	16	74	
<b>TOTAL BORDEAUX</b>			<b>171</b>	<b>0</b>	<b>1</b>	<b>14.0</b>	<b>44.2</b>	<b>23.3</b>	<b>7.6</b>	<b>3.5</b>	<b>2.9</b>	<b>2.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>82.7</b>	<b>10</b>	<b>148</b>	
CHAMBERY	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	23	8	
CHAMBERY	TITAN AIRWAYS LTD	C	29	0	0	6.9	34.5	17.2	17.2	10.3	6.9	6.9	0.0	0.0	0.0	0.0	24	79.2	12	24	
CHAMBERY	TUI AIRWAYS LTD	C	48	0	0	4.2	25.0	33.3	10.4	14.6	4.2	4.2	4.2	0.0	0.0	0.0	30	71.0	11	31	
<b>TOTAL CHAMBERY</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>28.6</b>	<b>27.3</b>	<b>13.0</b>	<b>13.0</b>	<b>5.2</b>	<b>5.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>73.0</b>	<b>13</b>	<b>63</b>	
GRENOBLE	AER LINGUS	C	8	0	0	0.0	37.5	12.5	12.5	0.0	12.5	0.0	25.0	0.0	0.0	0.0	80	0.0	0	0	
GRENOBLE	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	20	8		
GRENOBLE	BRITISH AIRWAYS PLC	C	30	0	0	13.3	23.3	30.0	6.7	20.0	3.3	3.3	0.0	0.0	0.0	0.0	20	57.9	16	19	
GRENOBLE	BRITISH AIRWAYS PLC	S	32	0	2	5.9	32.4	29.4	14.7	5.9	2.9	2.9	0.0	0.0	0.0	5.9	16	100.0	2	16	
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	46	0	0	10.9	28.3	37.0	4.3	13.0	2.2	4.3	0.0	0.0	0.0	0.0	18	69.4	13	36	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
GRENOBLE	GERMANIA FLUGGESELLSCHAFT	C	18	0	1	10.5	31.6	36.8	5.3	5.3	5.3	0.0	0.0	0.0	0.0	5.3	10	50.0	17	24	
GRENOBLE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	14	32	
GRENOBLE	NORWEGIAN AIR INTERNATIONAL	C	46	0	0	4.3	21.7	30.4	15.2	17.4	6.5	2.2	2.2	0.0	0.0	0.0	26	62.5	10	8	
GRENOBLE	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	14	
GRENOBLE	SMALL PLANET AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	41.7	22	24	
GRENOBLE	THOMAS COOK AIRLINES LTD	C	18	0	0	11.1	27.8	22.2	16.7	5.6	5.6	11.1	0.0	0.0	0.0	0.0	29	25.0	29	8	
GRENOBLE	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
GRENOBLE	TITAN AIRWAYS LTD	C	10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	35	8	
GRENOBLE	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	12.5	0.0	37.5	0.0	0.0	25.0	0.0	0.0	0.0	76	100.0	5	8	
<b>TOTAL GRENOBLE</b>			<b>224</b>	<b>0</b>	<b>3</b>	<b>8.4</b>	<b>26.9</b>	<b>31.7</b>	<b>10.1</b>	<b>12.3</b>	<b>4.0</b>	<b>3.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>64.6</b>	<b>15</b>	<b>205</b>	
LYON	AER LINGUS	C	20	0	0	0.0	5.0	30.0	30.0	25.0	0.0	0.0	10.0	0.0	0.0	0.0	45	41.7	32	12	
LYON	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	55	4	
LYON	EASYJET AIRLINE COMPANY LTD	S	138	0	2	6.4	29.3	32.9	15.7	9.3	4.3	0.7	0.0	0.0	0.0	1.4	14	70.6	14	124	
LYON	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	8	
LYON	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	0.0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL LYON</b>			<b>168</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>26.5</b>	<b>32.4</b>	<b>17.6</b>	<b>11.8</b>	<b>3.5</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>66.0</b>	<b>17</b>	<b>148</b>	
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	70	0	2	4.2	29.2	44.4	8.3	6.9	4.2	0.0	0.0	0.0	0.0	2.8	10	71.4	15	70	
<b>TOTAL MARSEILLE</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>29.2</b>	<b>44.4</b>	<b>8.3</b>	<b>6.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>10</b>	<b>71.4</b>	<b>15</b>	<b>70</b>	
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	71	0	0	5.6	28.2	43.7	11.3	7.0	4.2	0.0	0.0	0.0	0.0	0.0	11	82.9	13	68	
<b>TOTAL MONTPELLIER</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>28.2</b>	<b>43.7</b>	<b>11.3</b>	<b>7.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.9</b>	<b>13</b>	<b>68</b>	
NANTES	EASYJET AIRLINE COMPANY LTD	S	84	0	0	11.9	35.7	33.3	8.3	3.6	6.0	1.2	0.0	0.0	0.0	0.0	11	78.6	10	82	
<b>TOTAL NANTES</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>35.7</b>	<b>33.3</b>	<b>8.3</b>	<b>3.6</b>	<b>6.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.6</b>	<b>10</b>	<b>82</b>	
NICE	BRITISH AIRWAYS PLC	S	121	0	4	16.0	29.6	29.6	8.0	5.6	4.8	0.0	3.2	0.0	0.0	3.2	18	89.8	3	114	
NICE	EASYJET AIRLINE COMPANY LTD	S	222	0	0	12.2	31.1	34.2	10.8	7.2	3.2	0.9	0.5	0.0	0.0	0.0	12	73.2	14	226	
<b>TOTAL NICE</b>			<b>343</b>	<b>0</b>	<b>4</b>	<b>13.5</b>	<b>30.5</b>	<b>32.6</b>	<b>9.8</b>	<b>6.6</b>	<b>3.7</b>	<b>0.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>14</b>	<b>78.9</b>	<b>10</b>	<b>340</b>	
NIMES	EASYJET AIRLINE COMPANY LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2	
<b>TOTAL NIMES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>24</b>	<b>2</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	158	0	2	5.6	33.8	35.0	11.9	7.5	3.1	1.3	0.6	0.0	0.0	1.3	13	82.3	9	164	
PARIS (CHARLES DE GAULLE)	NORWEGIAN AIR SHUTTLE	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
PARIS (CHARLES DE GAULLE)	VUELING AIRLINES	S	116	0	2	20.3	41.5	20.3	5.1	5.1	5.1	0.8	0.0	0.0	0.0	1.7	10	79.8	9	98	

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## Reporting Airport: GATWICK (Full Analysis)

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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>275</b>	<b>0</b>	<b>4</b>	<b>11.8</b>	<b>36.9</b>	<b>28.7</b>	<b>9.0</b>	<b>6.8</b>	<b>3.9</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>81.3</b>	<b>9</b>	<b>262</b>
RENNES	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	0	24
<b>TOTAL RENNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.3</b>	<b>0</b>	<b>24</b>
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	156	0	5	8.7	31.7	26.1	14.3	10.6	4.3	0.0	1.2	0.0	0.0	3.1	16	78.0	15	162
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	9	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>164</b>	<b>0</b>	<b>5</b>	<b>8.3</b>	<b>32.0</b>	<b>27.2</b>	<b>14.2</b>	<b>10.1</b>	<b>4.1</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>15</b>	<b>77.9</b>	<b>15</b>	<b>170</b>
<b>TOTAL FRANCE</b>			<b>1647</b>	<b>0</b>	<b>21</b>	<b>10.0</b>	<b>32.3</b>	<b>31.1</b>	<b>10.8</b>	<b>8.2</b>	<b>4.0</b>	<b>1.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>76.2</b>	<b>12</b>	<b>1582</b>
<b>GAMBIA</b>																				
BANJUL	THOMAS COOK AIRLINES LTD	S	32	0	0	6.3	28.1	43.8	6.3	9.4	6.3	0.0	0.0	0.0	0.0	0.0	13	66.7	23	15
BANJUL	TITAN AIRWAYS LTD	C	18	0	0	0.0	38.9	27.8	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	72.2	13	18
<b>TOTAL BANJUL</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>32.0</b>	<b>38.0</b>	<b>12.0</b>	<b>10.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.7</b>	<b>18</b>	<b>33</b>
<b>TOTAL GAMBIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>32.0</b>	<b>38.0</b>	<b>12.0</b>	<b>10.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>69.7</b>	<b>18</b>	<b>33</b>
<b>GEORGIA</b>																				
TBILISI	GEORGIAN AIRWAYS	S	18	0	2	0.0	35.0	40.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	10.0	10	0.0	0	0
<b>TOTAL TBILISI</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>35.0</b>	<b>40.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GEORGIA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>35.0</b>	<b>40.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	270	0	4	8.4	31.4	35.4	11.7	5.5	5.1	1.1	0.0	0.0	0.0	1.5	13	80.6	7	248
BERLIN (SCHONEFELD)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.9	8	70
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>270</b>	<b>0</b>	<b>4</b>	<b>8.4</b>	<b>31.4</b>	<b>35.4</b>	<b>11.7</b>	<b>5.5</b>	<b>5.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>13</b>	<b>80.2</b>	<b>7</b>	<b>318</b>
BERLIN (TEGEL)	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DRESDEN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	8
<b>TOTAL DRESDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>10</b>	<b>8</b>
FRANKFURT MAIN	LUFTHANSA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
<b>TOTAL FRANKFURT MAIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>
FRIEDRICHSHAFEN	BRITISH AIRWAYS PLC	C	8	0	0	0.0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	100.0	4	8
FRIEDRICHSHAFEN	BRITISH AIRWAYS PLC	S	10	0	0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	8
FRIEDRICHSHAFEN	EASYJET AIRLINE COMPANY LTD	S	18	0	0	16.7	50.0	16.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	68.8	13	16
FRIEDRICHSHAFEN	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8
FRIEDRICHSHAFEN	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FRIEDRICHSHAFEN	NORWEGIAN AIR INTERNATIONAL	C	8	0	2	0.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	19	0.0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>28.3</b>	<b>34.8</b>	<b>13.0</b>	<b>10.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>12</b>	<b>87.5</b>	<b>7</b>	<b>48</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	110	0	2	3.6	26.8	33.0	19.6	6.3	6.3	1.8	0.9	0.0	0.0	1.8	19	65.2	19	115
HAMBURG	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	1	7
<b>TOTAL HAMBURG</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>26.8</b>	<b>33.0</b>	<b>19.6</b>	<b>6.3</b>	<b>6.3</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>19</b>	<b>66.1</b>	<b>18</b>	<b>122</b>
LEIPZIG	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LEIPZIG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
MUNICH	CONDOR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
MUNICH	EASYJET AIRLINE COMPANY LTD	S	158	0	4	4.3	35.8	34.0	9.9	9.9	2.5	1.2	0.0	0.0	0.0	2.5	12	67.3	17	158
MUNICH	LUFTHANSA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	2
<b>TOTAL MUNICH</b>			<b>158</b>	<b>0</b>	<b>4</b>	<b>4.3</b>	<b>35.8</b>	<b>34.0</b>	<b>9.9</b>	<b>9.9</b>	<b>2.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>12</b>	<b>66.3</b>	<b>17</b>	<b>161</b>
MUNSTER-OSNABRUCK	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
STUTTART	EASYJET AIRLINE COMPANY LTD	S	80	0	2	4.9	36.6	30.5	11.0	8.5	3.7	2.4	0.0	0.0	0.0	2.4	15	79.3	9	82
<b>TOTAL STUTTART</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>36.6</b>	<b>30.5</b>	<b>11.0</b>	<b>8.5</b>	<b>3.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>15</b>	<b>79.3</b>	<b>9</b>	<b>82</b>
<b>TOTAL GERMANY</b>			<b>664</b>	<b>0</b>	<b>14</b>	<b>6.0</b>	<b>32.3</b>	<b>33.9</b>	<b>12.5</b>	<b>7.4</b>	<b>4.3</b>	<b>1.3</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>75.1</b>	<b>11</b>	<b>743</b>
<b>GHANA</b>																				
ACCRA	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	34	1
<b>TOTAL ACCRA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>34</b>	<b>1</b>
<b>TOTAL GHANA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>34</b>	<b>1</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	65	0	3	5.9	22.1	41.2	8.8	7.4	1.5	0.0	5.9	2.9	0.0	4.4	40	79.4	16	68
GIBRALTAR	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	13	36
<b>TOTAL GIBRALTAR</b>			<b>66</b>	<b>0</b>	<b>3</b>	<b>5.8</b>	<b>21.7</b>	<b>42.0</b>	<b>8.7</b>	<b>7.2</b>	<b>1.4</b>	<b>0.0</b>	<b>5.8</b>	<b>2.9</b>	<b>0.0</b>	<b>4.3</b>	<b>39</b>	<b>82.7</b>	<b>15</b>	<b>104</b>
<b>TOTAL GIBRALTAR</b>			<b>66</b>	<b>0</b>	<b>3</b>	<b>5.8</b>	<b>21.7</b>	<b>42.0</b>	<b>8.7</b>	<b>7.2</b>	<b>1.4</b>	<b>0.0</b>	<b>5.8</b>	<b>2.9</b>	<b>0.0</b>	<b>4.3</b>	<b>39</b>	<b>82.7</b>	<b>15</b>	<b>104</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	24	0	0	0.0	33.3	41.7	20.8	0.0	4.2	0.0	0.0	0.0	0.0	0.0	9	68.2	13	22
ATHENS	COBALT	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
ATHENS	EASYJET AIRLINE COMPANY LTD	S	70	0	0	5.7	25.7	35.7	10.0	10.0	10.0	1.4	1.4	0.0	0.0	0.0	22	68.6	14	70
<b>TOTAL ATHENS</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>27.1</b>	<b>37.5</b>	<b>12.5</b>	<b>7.3</b>	<b>8.3</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>68.5</b>	<b>14</b>	<b>92</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CHANIA	EASYJET AIRLINE COMPANY LTD	S	8	0	0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	9	6	
CHANIA	NORWEGIAN AIR INTERNATIONAL	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	6	
<b>TOTAL CHANIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>12</b>	<b>12</b>	
CORFU	EASYJET AIRLINE COMPANY LTD	S	14	0	0	0.0	35.7	50.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	87.5	5	8	
CORFU	NORWEGIAN AIR INTERNATIONAL	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<b>TOTAL CORFU</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>46.7</b>	<b>0.0</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	31.3	50.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	7	12	
HERAKLION	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	42	1	
<b>TOTAL HERAKLION</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>69.2</b>	<b>10</b>	<b>13</b>	
KALAMATA	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL KALAMATA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KAVALA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	17.6	23.5	38.2	11.8	8.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL KAVALA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>23.5</b>	<b>38.2</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	9	2	
KEFALLINIA	NORWEGIAN AIR INTERNATIONAL	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>9</b>	<b>2</b>	
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL MIKONOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	EASYJET AIRLINE COMPANY LTD	S	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	0	2	
RHODES	NORWEGIAN AIR INTERNATIONAL	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
RHODES	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	1	
<b>TOTAL RHODES</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>0.0</b>	<b>71.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>75.0</b>	<b>0</b>	<b>3</b>	
SALONIKA	BRITISH AIRWAYS PLC	S	6	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	14	0	0	0.0	35.7	50.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	10	75.0	13	48	
<b>TOTAL SALONIKA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>40.0</b>	<b>45.0</b>	<b>5.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.9</b>	<b>12</b>	<b>52</b>	
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	10	0	0	0.0	10.0	40.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	23	100.0	4	4	
THIRA (SANTORINI)	NORWEGIAN AIR INTERNATIONAL	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL THIRA (SANTORINI)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>45.5</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	7	4	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL ZAKINTHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>7</b>	<b>4</b>
<b>TOTAL GREECE</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>28.4</b>	<b>41.0</b>	<b>12.2</b>	<b>5.2</b>	<b>5.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.1</b>	<b>12</b>	<b>192</b>
<b>GRENADA</b>																				
<b>GRENADA</b>	BRITISH AIRWAYS PLC	S	18	0	0	22.2	22.2	27.8	16.7	0.0	5.6	5.6	0.0	0.0	0.0	0.0	16	83.3	28	18
<b>GRENADA</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	38.9	16.7	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	68.8	15	16
<b>TOTAL GRENADA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>19.4</b>	<b>30.6</b>	<b>13.9</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.5</b>	<b>22</b>	<b>34</b>
<b>TOTAL GRENADA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>19.4</b>	<b>30.6</b>	<b>13.9</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.5</b>	<b>22</b>	<b>34</b>
<b>GUADELOUPE</b>																				
<b>POINTE A PITRE GUADELOUPE</b>	NORWEGIAN AIR INTERNATIONAL	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0
<b>TOTAL POINTE A PITRE GUADELOUPE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GUADELOUPE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>HONG KONG</b>																				
<b>HONG KONG (CHEK LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	58	0	0	8.6	44.8	22.4	8.6	8.6	3.4	1.7	1.7	0.0	0.0	0.0	14	86.1	5	36
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>44.8</b>	<b>22.4</b>	<b>8.6</b>	<b>8.6</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.1</b>	<b>5</b>	<b>36</b>
<b>TOTAL HONG KONG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>44.8</b>	<b>22.4</b>	<b>8.6</b>	<b>8.6</b>	<b>3.4</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.1</b>	<b>5</b>	<b>36</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	EASYJET AIRLINE COMPANY LTD	S	94	0	0	5.3	31.9	37.2	11.7	8.5	3.2	2.1	0.0	0.0	0.0	0.0	15	77.3	10	88
<b>BUDAPEST</b>	NORWEGIAN AIR INTERNATIONAL	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>BUDAPEST</b>	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	14	26
<b>TOTAL BUDAPEST</b>			<b>94</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>31.6</b>	<b>36.8</b>	<b>11.6</b>	<b>8.4</b>	<b>3.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>73.7</b>	<b>11</b>	<b>114</b>
<b>TOTAL HUNGARY</b>			<b>94</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>31.6</b>	<b>36.8</b>	<b>11.6</b>	<b>8.4</b>	<b>3.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>73.7</b>	<b>11</b>	<b>114</b>
<b>ICELAND</b>																				
<b>AKUREYRI</b>	ENTER AIR	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL AKUREYRI</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>KEFLAVIK</b>	EASYJET AIRLINE COMPANY LTD	S	77	0	0	3.9	36.4	40.3	6.5	9.1	3.9	0.0	0.0	0.0	0.0	0.0	11	58.1	19	62
<b>KEFLAVIK</b>	ICELANDAIR	S	66	0	0	0.0	34.8	37.9	13.6	6.1	1.5	1.5	4.5	0.0	0.0	0.0	20	78.6	13	70
<b>KEFLAVIK</b>	NORWEGIAN AIR INTERNATIONAL	S	22	0	0	0.0	31.8	27.3	9.1	9.1	13.6	9.1	0.0	0.0	0.0	0.0	36	72.7	10	22
<b>KEFLAVIK</b>	TUI AIRWAYS LTD	C	13	0	0	7.7	7.7	46.2	0.0	30.8	7.7	0.0	0.0	0.0	0.0	0.0	19	93.3	9	15
<b>KEFLAVIK</b>	WOW AIR	S	102	0	2	9.6	31.7	38.5	6.7	2.9	5.8	2.9	0.0	0.0	0.0	1.9	15	82.4	11	125
<b>TOTAL KEFLAVIK</b>			<b>280</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>32.6</b>	<b>38.3</b>	<b>8.2</b>	<b>7.1</b>	<b>5.0</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>76.2</b>	<b>13</b>	<b>294</b>
<b>TOTAL ICELAND</b>			<b>280</b>	<b>0</b>	<b>4</b>	<b>4.9</b>	<b>32.4</b>	<b>38.0</b>	<b>8.1</b>	<b>7.0</b>	<b>4.9</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>17</b>	<b>76.2</b>	<b>13</b>	<b>294</b>
<b>INDIA</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GOA	THOMAS COOK AIRLINES LTD	S	21	0	0	14.3	0.0	28.6	19.0	19.0	14.3	0.0	0.0	4.8	0.0	0.0	46	88.2	14	17	
GOA	TUI AIRWAYS LTD	C	9	0	0	22.2	22.2	22.2	0.0	11.1	0.0	0.0	0.0	22.2	0.0	0.0	144	100.0	3	8	
<b>TOTAL GOA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>6.7</b>	<b>26.7</b>	<b>13.3</b>	<b>16.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75</b>	<b>92.0</b>	<b>10</b>	<b>25</b>	
<b>TOTAL INDIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>6.7</b>	<b>26.7</b>	<b>13.3</b>	<b>16.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75</b>	<b>92.0</b>	<b>10</b>	<b>25</b>	
<b>IRAQ</b>																					
BAGHDAD (GECA)	IRAQI AIRWAYS	S	10	0	1	0.0	9.1	9.1	9.1	36.4	27.3	0.0	0.0	0.0	0.0	9.1	45	90.0	6	10	
<b>TOTAL BAGHDAD (GECA)</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>9.1</b>	<b>9.1</b>	<b>9.1</b>	<b>36.4</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>45</b>	<b>90.0</b>	<b>6</b>	<b>10</b>	
ERBIL INTERNATIONAL	IRAQI AIRWAYS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ERBIL INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SULAYMANIYAH INT	IRAQI AIRWAYS	S	1	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	66.7	203	60.0	15	10	
<b>TOTAL SULAYMANIYAH INT</b>			<b>1</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>203</b>	<b>60.0</b>	<b>15</b>	<b>10</b>	
<b>TOTAL IRAQ</b>			<b>12</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>13.3</b>	<b>6.7</b>	<b>6.7</b>	<b>26.7</b>	<b>20.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>54</b>	<b>75.0</b>	<b>11</b>	<b>20</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	58	0	2	0.0	30.0	35.0	21.7	5.0	3.3	1.7	0.0	0.0	0.0	3.3	15	82.3	9	62	
<b>TOTAL CORK</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.0</b>	<b>35.0</b>	<b>21.7</b>	<b>5.0</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>15</b>	<b>82.3</b>	<b>9</b>	<b>62</b>	
DUBLIN	AER LINGUS	S	320	0	21	10.0	34.3	26.1	8.8	8.2	2.6	2.6	1.2	0.0	0.0	6.2	17	82.1	8	352	
DUBLIN	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	2	
DUBLIN	NORWEGIAN AIR INTERNATIONAL	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
DUBLIN	RYANAIR	S	442	0	21	5.4	31.3	37.4	11.9	5.8	1.7	0.9	0.9	0.2	0.0	4.5	14	85.1	8	484	
DUBLIN	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	124	0.0	0	0	
DUBLIN	VISTAJET LTD MALTA	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	90	1	
<b>TOTAL DUBLIN</b>			<b>764</b>	<b>0</b>	<b>43</b>	<b>7.3</b>	<b>32.5</b>	<b>32.6</b>	<b>10.5</b>	<b>6.8</b>	<b>2.1</b>	<b>1.7</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>5.3</b>	<b>15</b>	<b>83.5</b>	<b>8</b>	<b>839</b>	
IRELAND WEST(KNOCK)	AER LINGUS	S	55	0	5	10.0	33.3	26.7	10.0	10.0	1.7	0.0	0.0	0.0	0.0	8.3	10	82.5	7	63	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>55</b>	<b>0</b>	<b>5</b>	<b>10.0</b>	<b>33.3</b>	<b>26.7</b>	<b>10.0</b>	<b>10.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>10</b>	<b>82.5</b>	<b>7</b>	<b>63</b>	
SHANNON	RYANAIR	S	54	0	2	7.1	35.7	26.8	16.1	3.6	5.4	0.0	1.8	0.0	0.0	3.6	15	79.6	8	54	
<b>TOTAL SHANNON</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>35.7</b>	<b>26.8</b>	<b>16.1</b>	<b>3.6</b>	<b>5.4</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>15</b>	<b>79.6</b>	<b>8</b>	<b>54</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>931</b>	<b>0</b>	<b>52</b>	<b>7.0</b>	<b>32.6</b>	<b>32.0</b>	<b>11.5</b>	<b>6.7</b>	<b>2.3</b>	<b>1.5</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>5.3</b>	<b>15</b>	<b>83.2</b>	<b>8</b>	<b>1018</b>	
<b>ISRAEL</b>																					
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	25	0	0	0.0	8.0	44.0	24.0	12.0	8.0	4.0	0.0	0.0	0.0	0.0	25	69.2	10	26	
<b>TOTAL TEL AVIV</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.0</b>	<b>44.0</b>	<b>24.0</b>	<b>12.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>69.2</b>	<b>10</b>	<b>26</b>	
<b>TOTAL ISRAEL</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.0</b>	<b>44.0</b>	<b>24.0</b>	<b>12.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>69.2</b>	<b>10</b>	<b>26</b>	
<b>ITALY</b>																					
BARI (PALESE)	BRITISH AIRWAYS PLC	S	6	0	0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4	
BARI (PALESE)	EASYJET AIRLINE COMPANY LTD	S	6	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	37	50.0	11	4	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BARI (PALESE)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>41.7</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>75.0</b>	<b>6</b>	<b>8</b>	
BOLOGNA	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	168	1	
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	3.2	29.0	38.7	8.1	14.5	3.2	1.6	1.6	0.0	0.0	0.0	18	75.8	9	62	
<b>TOTAL BOLOGNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>29.0</b>	<b>38.7</b>	<b>8.1</b>	<b>14.5</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>74.6</b>	<b>12</b>	<b>63</b>	
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	13	0	0	23.1	23.1	38.5	0.0	0.0	7.7	7.7	0.0	0.0	0.0	0.0	20	100.0	2	12	
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	2.8	33.3	55.6	5.6	0.0	2.8	0.0	0.0	0.0	0.0	0.0	6	79.4	11	34	
CATANIA (FONTANAROSSA)	NORWEGIAN AIR INTERNATIONAL	S	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	9	2	
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>29.6</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.3</b>	<b>9</b>	<b>48</b>	
FLORENCE	VUELING AIRLINES	S	72	0	0	16.7	38.9	15.3	12.5	9.7	6.9	0.0	0.0	0.0	0.0	0.0	13	73.8	27	61	
<b>TOTAL FLORENCE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>15.3</b>	<b>12.5</b>	<b>9.7</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.8</b>	<b>27</b>	<b>61</b>	
GENOA	BRITISH AIRWAYS PLC	S	42	0	1	18.6	39.5	32.6	0.0	2.3	4.7	0.0	0.0	0.0	0.0	2.3	6	86.8	5	38	
<b>TOTAL GENOA</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>18.6</b>	<b>39.5</b>	<b>32.6</b>	<b>0.0</b>	<b>2.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>6</b>	<b>86.8</b>	<b>5</b>	<b>38</b>	
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	184	0	2	12.4	40.9	25.3	6.5	8.1	4.3	0.5	1.1	0.0	0.0	1.1	14	87.1	10	186	
<b>TOTAL MILAN (LINATE)</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>12.4</b>	<b>40.9</b>	<b>25.3</b>	<b>6.5</b>	<b>8.1</b>	<b>4.3</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>87.1</b>	<b>10</b>	<b>186</b>	
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	325	0	2	6.7	33.6	33.0	11.6	8.0	3.4	1.2	1.8	0.0	0.0	0.6	16	76.4	12	330	
<b>TOTAL MILAN (MALPENSA)</b>			<b>325</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>33.6</b>	<b>33.0</b>	<b>11.6</b>	<b>8.0</b>	<b>3.4</b>	<b>1.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>76.4</b>	<b>12</b>	<b>331</b>	
NAPLES	BRITISH AIRWAYS PLC	S	76	0	0	11.8	32.9	36.8	7.9	3.9	5.3	1.3	0.0	0.0	0.0	0.0	13	88.9	5	72	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	76	0	0	14.5	34.2	39.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.1	10	74	
NAPLES	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
NAPLES	TUI AIRWAYS LTD	C	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	5	
<b>TOTAL NAPLES</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>34.0</b>	<b>39.0</b>	<b>9.4</b>	<b>1.9</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.4</b>	<b>7</b>	<b>151</b>	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	20	0	0	5.0	35.0	35.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	5	2	
<b>TOTAL OLBIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>35.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
PALERMO	EASYJET AIRLINE COMPANY LTD	S	20	0	0	10.0	40.0	40.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	6	18	
<b>TOTAL PALERMO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>40.0</b>	<b>40.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
PISA	BRITISH AIRWAYS PLC	S	17	0	0	17.6	52.9	17.6	5.9	0.0	0.0	0.0	5.9	0.0	0.0	0.0	23	100.0	2	11	
PISA	EASYJET AIRLINE COMPANY LTD	S	92	0	3	8.4	36.8	34.7	9.5	2.1	2.1	2.1	1.1	0.0	0.0	3.2	12	67.7	19	98	
PISA	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PISA</b>			<b>109</b>	<b>0</b>	<b>3</b>	<b>9.8</b>	<b>39.3</b>	<b>32.1</b>	<b>8.9</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>14</b>	<b>71.2</b>	<b>17</b>	<b>110</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ROME (CIAMPINO)	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	58	0	2	8.3	35.0	28.3	10.0	10.0	5.0	0.0	0.0	0.0	0.0	3.3	13	86.9	6	60
ROME (FIUMICINO)	EASYJET AIRLINE COMPANY LTD	S	214	0	2	4.2	31.9	39.4	8.3	8.3	6.5	0.0	0.5	0.0	0.0	0.9	14	81.0	11	232
ROME (FIUMICINO)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.9	21	42
ROME (FIUMICINO)	VUELING AIRLINES	S	114	0	0	9.6	42.1	27.2	7.0	7.0	6.1	0.9	0.0	0.0	0.0	0.0	12	73.5	13	100
<b>TOTAL ROME (FIUMICINO)</b>			<b>386</b>	<b>0</b>	<b>4</b>	<b>6.4</b>	<b>35.4</b>	<b>34.1</b>	<b>8.2</b>	<b>8.2</b>	<b>6.2</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>78.3</b>	<b>12</b>	<b>434</b>
TREVISIO	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL TREVISIO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
TURIN	BRITISH AIRWAYS PLC	S	138	0	0	13.0	39.1	17.4	10.1	12.3	7.2	0.7	0.0	0.0	0.0	0.0	15	96.3	3	108
TURIN	EASYJET AIRLINE COMPANY LTD	S	46	0	0	8.7	32.6	30.4	13.0	2.2	13.0	0.0	0.0	0.0	0.0	0.0	16	58.5	18	40
TURIN	GERMANIA FLUGGESELLSCHAFT	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
TURIN	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8
TURIN	TITAN AIRWAYS LTD	C	18	0	0	0.0	22.2	50.0	5.6	11.1	5.6	0.0	5.6	0.0	0.0	0.0	23	58.3	26	12
TURIN	TITAN AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	57	4
TURIN	TUI AIRWAYS LTD	C	16	0	0	12.5	12.5	43.8	0.0	18.8	0.0	6.3	6.3	0.0	0.0	0.0	33	92.3	11	13
<b>TOTAL TURIN</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>34.7</b>	<b>24.7</b>	<b>9.6</b>	<b>10.5</b>	<b>7.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.9</b>	<b>10</b>	<b>185</b>
VENICE	BRITISH AIRWAYS PLC	S	192	0	2	7.7	41.8	26.8	8.8	7.7	4.6	1.5	0.0	0.0	0.0	1.0	13	87.6	8	193
VENICE	EASYJET AIRLINE COMPANY LTD	S	226	0	2	8.8	28.9	37.7	10.1	8.3	2.2	3.1	0.0	0.0	0.0	0.9	14	78.3	11	226
VENICE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	18
<b>TOTAL VENICE</b>			<b>418</b>	<b>0</b>	<b>4</b>	<b>8.3</b>	<b>34.8</b>	<b>32.7</b>	<b>9.5</b>	<b>8.1</b>	<b>3.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>82.6</b>	<b>9</b>	<b>437</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	70	0	0	7.1	40.0	40.0	8.6	2.9	1.4	0.0	0.0	0.0	0.0	0.0	6	86.2	10	58
VERONA VILLAFRANCA	EASYJET AIRLINE COMPANY LTD	S	56	0	0	5.4	35.7	44.6	5.4	5.4	3.6	0.0	0.0	0.0	0.0	0.0	10	88.9	7	54
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	17	8
<b>TOTAL VERONA VILLAFRANCA</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>35.3</b>	<b>43.4</b>	<b>9.6</b>	<b>3.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.7</b>	<b>9</b>	<b>120</b>
<b>TOTAL ITALY</b>			<b>2219</b>	<b>0</b>	<b>16</b>	<b>8.9</b>	<b>35.4</b>	<b>32.7</b>	<b>9.1</b>	<b>7.2</b>	<b>4.3</b>	<b>1.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>80.9</b>	<b>11</b>	<b>2193</b>
<b>JAMAICA</b>																				
KINGSTON	BRITISH AIRWAYS PLC	S	29	0	0	10.3	17.2	27.6	27.6	13.8	3.4	0.0	0.0	0.0	0.0	0.0	17	69.0	13	29
KINGSTON	MERIDIANA AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL KINGSTON</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>17.2</b>	<b>27.6</b>	<b>27.6</b>	<b>13.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.0</b>	<b>13</b>	<b>30</b>
MONTEGO BAY	TUI AIRWAYS LTD	C	34	0	0	0.0	14.7	41.2	11.8	20.6	5.9	5.9	0.0	0.0	0.0	0.0	27	67.6	13	37



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MONTEGO BAY	VIRGIN ATLANTIC AIRWAYS LTD	S	24	0	0	25.0	25.0	16.7	16.7	4.2	8.3	0.0	4.2	0.0	0.0	0.0	20	68.0	24	25	
<b>TOTAL MONTEGO BAY</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>19.0</b>	<b>31.0</b>	<b>13.8</b>	<b>13.8</b>	<b>6.9</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>67.7</b>	<b>18</b>	<b>62</b>	
<b>TOTAL JAMAICA</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>18.4</b>	<b>29.9</b>	<b>18.4</b>	<b>13.8</b>	<b>5.7</b>	<b>2.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>68.5</b>	<b>16</b>	<b>92</b>	
<b>JORDAN</b>																					
AQABA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	239	2	
<b>TOTAL AQABA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>239</b>	<b>2</b>	
<b>TOTAL JORDAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>239</b>	<b>2</b>	
<b>KOSOVO</b>																					
PRISTINA	GERMANIA FLUGGESELLSCHAFT	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	90.0	4	10	
<b>TOTAL PRISTINA</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>TOTAL KOSOVO</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>LATVIA</b>																					
RIGA	AIR BALTIC	S	90	0	0	7.8	36.7	40.0	12.2	2.2	0.0	1.1	0.0	0.0	0.0	0.0	7	59.1	16	66	
<b>TOTAL RIGA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>36.7</b>	<b>40.0</b>	<b>12.2</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>59.1</b>	<b>16</b>	<b>66</b>	
<b>TOTAL LATVIA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>36.7</b>	<b>40.0</b>	<b>12.2</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>59.1</b>	<b>16</b>	<b>66</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	EASYJET AIRLINE COMPANY LTD	S	46	0	0	0.0	26.1	41.3	8.7	15.2	4.3	0.0	4.3	0.0	0.0	0.0	23	51.1	30	44	
LUXEMBOURG	LUXAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	19	2	
<b>TOTAL LUXEMBOURG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.1</b>	<b>41.3</b>	<b>8.7</b>	<b>15.2</b>	<b>4.3</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>49.0</b>	<b>30</b>	<b>46</b>	
<b>TOTAL LUXEMBOURG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.1</b>	<b>41.3</b>	<b>8.7</b>	<b>15.2</b>	<b>4.3</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>49.0</b>	<b>30</b>	<b>46</b>	
<b>MALDIVE ISLANDS</b>																					
MALE INTERNATIONAL	BRITISH AIRWAYS PLC	S	21	0	2	0.0	17.4	13.0	26.1	8.7	17.4	0.0	4.3	4.3	0.0	8.7	118	63.6	41	22	
<b>TOTAL MALE INTERNATIONAL</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.4</b>	<b>13.0</b>	<b>26.1</b>	<b>8.7</b>	<b>17.4</b>	<b>0.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>8.7</b>	<b>118</b>	<b>63.6</b>	<b>41</b>	<b>22</b>	
<b>TOTAL MALDIVE ISLANDS</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.4</b>	<b>13.0</b>	<b>26.1</b>	<b>8.7</b>	<b>17.4</b>	<b>0.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>8.7</b>	<b>118</b>	<b>63.6</b>	<b>41</b>	<b>22</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	56	0	0	0.0	33.9	30.4	8.9	14.3	8.9	0.0	0.0	3.6	0.0	0.0	51	86.2	6	58	
MALTA	BRITISH AIRWAYS PLC	S	46	0	0	19.6	39.1	30.4	6.5	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	78.3	10	46	
MALTA	EASYJET AIRLINE COMPANY LTD	S	81	0	0	3.7	25.9	45.7	12.3	8.6	3.7	0.0	0.0	0.0	0.0	0.0	12	83.0	8	88	
MALTA	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	4	8	
<b>TOTAL MALTA</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.9</b>	<b>38.2</b>	<b>9.4</b>	<b>8.4</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>83.0</b>	<b>8</b>	<b>200</b>	
<b>TOTAL MALTA</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.9</b>	<b>38.2</b>	<b>9.4</b>	<b>8.4</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>83.0</b>	<b>8</b>	<b>200</b>	
<b>MAURITIUS</b>																					
MAURITIUS	BRITISH AIRWAYS PLC	S	40	0	0	12.5	45.0	25.0	2.5	10.0	5.0	0.0	0.0	0.0	0.0	0.0	11	84.6	12	26	
MAURITIUS	TUI AIRWAYS LTD	S	8	0	0	12.5	25.0	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	26	75.0	9	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 15 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
<b>TOTAL MAURITIUS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>41.7</b>	<b>25.0</b>	<b>4.2</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.4</b>	<b>12</b>	<b>34</b>	
<b>TOTAL MAURITIUS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>41.7</b>	<b>25.0</b>	<b>4.2</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.4</b>	<b>12</b>	<b>34</b>	
<b>MEXICO</b>																				
CANCUN	BRITISH AIRWAYS PLC	S	26	0	0	23.1	34.6	23.1	7.7	7.7	3.8	0.0	0.0	0.0	0.0	9	73.1	7	26	
CANCUN	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	18.8	31.3	6.3	18.8	18.8	0.0	0.0	0.0	0.0	27	75.0	24	16	
CANCUN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.9	15	37	
CANCUN	TUI AIRWAYS LTD	S	41	0	1	9.5	9.5	54.8	14.3	7.1	2.4	0.0	0.0	0.0	2.4	11	0.0	0	0	
CANCUN	VIRGIN ATLANTIC AIRWAYS LTD	S	19	0	0	10.5	21.1	31.6	26.3	10.5	0.0	0.0	0.0	0.0	0.0	11	89.5	5	19	
<b>TOTAL CANCUN</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>12.6</b>	<b>19.4</b>	<b>38.8</b>	<b>13.6</b>	<b>9.7</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>73.5</b>	<b>12</b>	<b>98</b>	
PUERTO VALLARTA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	60.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	22	60.0	14	10	
<b>TOTAL PUERTO VALLARTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>60.0</b>	<b>14</b>	<b>10</b>	
<b>TOTAL MEXICO</b>			<b>112</b>	<b>0</b>	<b>1</b>	<b>11.5</b>	<b>17.7</b>	<b>40.7</b>	<b>13.3</b>	<b>10.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>72.2</b>	<b>13</b>	<b>108</b>	
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	2	
AGADIR (AL MASSIRA)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	17.9	10.7	53.6	10.7	0.0	7.1	0.0	0.0	0.0	0.0	11	73.1	24	26	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	0.0	16.7	38.9	11.1	22.2	11.1	0.0	0.0	0.0	0.0	25	77.8	11	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>13.0</b>	<b>47.8</b>	<b>10.9</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.7</b>	<b>20</b>	<b>46</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	8.1	50.0	25.8	14.5	0.0	0.0	1.6	0.0	0.0	0.0	7	71.1	10	38	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>50.0</b>	<b>25.8</b>	<b>14.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.1</b>	<b>10</b>	<b>38</b>	
FEZ	AIR ARABIA MAROC	S	18	0	0	11.1	50.0	22.2	5.6	0.0	11.1	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>50.0</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MARRAKESH	AIR ARABIA MAROC	S	18	0	0	16.7	44.4	16.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	12	0.0	0	0	
MARRAKESH	BRITISH AIRWAYS PLC	S	72	0	0	12.5	29.2	33.3	8.3	11.1	4.2	0.0	1.4	0.0	0.0	14	77.4	12	62	
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	123	0	0	15.4	27.6	35.0	8.1	6.5	2.4	4.9	0.0	0.0	0.0	15	65.3	16	124	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	0.0	22.2	61.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	7	72.2	9	18	
<b>TOTAL MARRAKESH</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>13.4</b>	<b>29.0</b>	<b>35.1</b>	<b>8.7</b>	<b>7.8</b>	<b>3.0</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>69.6</b>	<b>14</b>	<b>204</b>	
RABAT	ROYAL AIR MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	16	
<b>TOTAL RABAT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>11</b>	<b>16</b>	
TANGIERS (IBN BATUTA)	AIR ARABIA MAROC	S	18	0	0	5.6	22.2	27.8	33.3	11.1	0.0	0.0	0.0	0.0	0.0	13	75.0	9	16	
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>9</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>375</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>31.2</b>	<b>34.1</b>	<b>10.9</b>	<b>6.4</b>	<b>3.5</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.6</b>	<b>14</b>	<b>320</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	BRITISH AIRWAYS PLC	S	200	0	2	6.9	30.7	33.7	10.4	10.9	5.4	0.0	1.0	0.0	0.0	16	83.6	9	201	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	418	0	13	8.6	36.0	27.6	9.0	8.6	4.6	2.3	0.2	0.0	0.0	3.0	16	74.8	14	440	
<b>TOTAL AMSTERDAM</b>			<b>618</b>	<b>0</b>	<b>15</b>	<b>8.1</b>	<b>34.3</b>	<b>29.5</b>	<b>9.5</b>	<b>9.3</b>	<b>4.9</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>16</b>	<b>77.5</b>	<b>12</b>	<b>641</b>	
ROTTERDAM	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
<b>TOTAL ROTTERDAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>	
<b>TOTAL NETHERLANDS</b>			<b>618</b>	<b>0</b>	<b>15</b>	<b>8.1</b>	<b>34.3</b>	<b>29.5</b>	<b>9.5</b>	<b>9.3</b>	<b>4.9</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>16</b>	<b>77.6</b>	<b>12</b>	<b>642</b>	
<b>NIGERIA</b>																					
LAGOS	MED-VIEW AIRLINE	S	13	0	3	0.0	12.5	25.0	18.8	6.3	12.5	6.3	0.0	0.0	0.0	18.8	38	25.0	55	18	
<b>TOTAL LAGOS</b>			<b>13</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.8</b>	<b>38</b>	<b>25.0</b>	<b>55</b>	<b>18</b>	
<b>TOTAL NIGERIA</b>			<b>13</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.8</b>	<b>38</b>	<b>25.0</b>	<b>55</b>	<b>18</b>	
<b>NORWAY</b>																					
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	4	0	0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	66.7	15	3	
BERGEN	NORWEGIAN AIR INTERNATIONAL	S	6	0	0	0.0	66.7	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
BERGEN	NORWEGIAN AIR SHUTTLE	S	108	0	0	5.6	24.1	42.6	13.9	10.2	1.9	0.0	1.9	0.0	0.0	0.0	18	90.7	5	108	
<b>TOTAL BERGEN</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>25.4</b>	<b>39.8</b>	<b>13.6</b>	<b>11.9</b>	<b>1.7</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>90.1</b>	<b>5</b>	<b>111</b>	
FAGERNES/LEIRIN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL FAGERNES/LEIRIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
HAUGESUND	SMALL PLANET AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	14	
<b>TOTAL HAUGESUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>14</b>	
OSLO (GARDERMOEN)	ENTER AIR	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	199	0	2	3.0	26.4	26.9	17.9	11.9	8.0	3.0	2.0	0.0	0.0	1.0	28	60.9	17	184	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	52	0	0	1.9	13.5	57.7	15.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	15	66.7	27	11	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>251</b>	<b>0</b>	<b>4</b>	<b>2.7</b>	<b>23.5</b>	<b>32.9</b>	<b>17.3</b>	<b>11.0</b>	<b>7.1</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>25</b>	<b>61.2</b>	<b>17</b>	<b>195</b>	
RYGGE	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL RYGGE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STAVANGER	NORWEGIAN AIR INTERNATIONAL	S	46	0	0	0.0	54.3	32.6	4.3	4.3	4.3	0.0	0.0	0.0	0.0	0.0	8	100.0	0	4	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	52	0	0	19.2	40.4	19.2	7.7	7.7	1.9	0.0	3.8	0.0	0.0	0.0	17	92.6	8	54	
<b>TOTAL STAVANGER</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>46.9</b>	<b>25.5</b>	<b>6.1</b>	<b>6.1</b>	<b>3.1</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>93.1</b>	<b>8</b>	<b>58</b>	
TROMSOE	GERMANIA FLUGGESELLSCHAFT	C	4	0	1	20.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	6	66.7	11	13	
TROMSOE	NORWEGIAN AIR INTERNATIONAL	S	22	0	1	8.7	43.5	26.1	0.0	13.0	0.0	0.0	4.3	0.0	0.0	4.3	17	54.5	20	22	
<b>TOTAL TROMSOE</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>35.7</b>	<b>32.1</b>	<b>0.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>15</b>	<b>59.5</b>	<b>17</b>	<b>35</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TRONDHEIM (VAERNES)	NORWEGIAN AIR INTERNATIONAL	S	48	0	0	10.4	50.0	25.0	10.4	2.1	2.1	0.0	0.0	0.0	0.0	0.0	6	100.0	2	10	
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	5	28	
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>50.0</b>	<b>25.0</b>	<b>10.4</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.1</b>	<b>5</b>	<b>38</b>	
<b>TOTAL NORWAY</b>			<b>542</b>	<b>0</b>	<b>6</b>	<b>5.8</b>	<b>31.0</b>	<b>32.3</b>	<b>13.0</b>	<b>9.7</b>	<b>4.4</b>	<b>1.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>74.4</b>	<b>12</b>	<b>452</b>	
<b>PAKISTAN</b>																					
ISLAMABAD	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	75	1	
<b>TOTAL ISLAMABAD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>75</b>	<b>1</b>	
<b>TOTAL PAKISTAN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>0.0</b>	<b>75</b>	<b>1</b>	
<b>PERU</b>																					
LIMA	BRITISH AIRWAYS PLC	S	6	0	0	16.7	0.0	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	52.6	174	19	
<b>TOTAL LIMA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>52.6</b>	<b>174</b>	<b>19</b>	
<b>TOTAL PERU</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>52.6</b>	<b>174</b>	<b>19</b>	
<b>POLAND</b>																					
KATOWICE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
<b>TOTAL KATOWICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>	
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	80	0	0	3.8	42.5	37.5	3.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	81.3	13	80	
KRAKOW	THOMAS COOK AIRLINES LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL KRAKOW</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>43.9</b>	<b>36.6</b>	<b>3.7</b>	<b>6.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.3</b>	<b>13</b>	<b>80</b>	
WARSAW (CHOPIN)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	28	
WARSAW (CHOPIN)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>73.3</b>	<b>11</b>	<b>29</b>	
<b>TOTAL POLAND</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>43.9</b>	<b>36.6</b>	<b>3.7</b>	<b>6.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.3</b>	<b>12</b>	<b>110</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	BRITISH AIRWAYS PLC	S	101	0	0	16.8	24.8	40.6	6.9	5.0	3.0	1.0	1.0	1.0	0.0	0.0	20	78.4	15	74	
FARO	EASYJET AIRLINE COMPANY LTD	S	148	0	0	8.8	26.4	40.5	11.5	6.8	4.1	0.0	2.0	0.0	0.0	0.0	16	75.4	14	138	
FARO	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.5	8	40	
FARO	NORWEGIAN AIR INTERNATIONAL	S	6	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	4	
FARO	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL FARO</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>25.8</b>	<b>40.6</b>	<b>9.8</b>	<b>5.9</b>	<b>3.5</b>	<b>0.4</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.7</b>	<b>13</b>	<b>256</b>	
LISBON	AIR PORTUGAL	S	94	0	2	5.2	28.1	38.5	11.5	10.4	2.1	2.1	0.0	0.0	0.0	2.1	14	60.0	18	90	
LISBON	EASYJET AIRLINE COMPANY LTD	S	124	0	0	13.7	25.0	34.7	9.7	8.1	6.5	1.6	0.0	0.8	0.0	0.0	19	62.1	21	124	
LISBON	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.8	8	26	
LISBON	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LISBON</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>10.0</b>	<b>26.4</b>	<b>36.4</b>	<b>10.5</b>	<b>9.1</b>	<b>4.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>63.5</b>	<b>18</b>	<b>241</b>
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	124	0	0	1.6	28.2	41.9	11.3	9.7	5.6	0.8	0.8	0.0	0.0	0.0	16	71.8	13	110
<b>OPORTO (PORTUGAL)</b>	BRITISH AIRWAYS PLC	S	48	0	0	4.2	39.6	29.2	12.5	8.3	6.3	0.0	0.0	0.0	0.0	0.0	13	77.5	20	40
<b>OPORTO (PORTUGAL)</b>	EASYJET AIRLINE COMPANY LTD	S	55	0	2	1.8	15.8	38.6	19.3	8.8	7.0	1.8	3.5	0.0	0.0	3.5	27	68.8	16	48
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>227</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>27.5</b>	<b>38.4</b>	<b>13.5</b>	<b>9.2</b>	<b>6.1</b>	<b>0.9</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>72.2</b>	<b>15</b>	<b>198</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>701</b>	<b>0</b>	<b>4</b>	<b>8.2</b>	<b>26.5</b>	<b>38.6</b>	<b>11.2</b>	<b>7.9</b>	<b>4.7</b>	<b>1.0</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>71.2</b>	<b>15</b>	<b>695</b>
<b>FUNCHAL</b>	BRITISH AIRWAYS PLC	S	64	0	0	28.1	29.7	25.0	6.3	1.6	4.7	3.1	1.6	0.0	0.0	0.0	15	75.0	46	40
<b>FUNCHAL</b>	EASYJET AIRLINE COMPANY LTD	S	68	0	1	24.6	24.6	36.2	2.9	4.3	5.8	0.0	0.0	0.0	0.0	1.4	9	78.4	18	72
<b>FUNCHAL</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	20
<b>FUNCHAL</b>	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	43.8	19	14
<b>FUNCHAL</b>	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	84.2	8	18
<b>TOTAL FUNCHAL</b>			<b>140</b>	<b>0</b>	<b>1</b>	<b>25.5</b>	<b>27.0</b>	<b>31.9</b>	<b>4.3</b>	<b>2.8</b>	<b>5.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>74.7</b>	<b>24</b>	<b>164</b>
<b>TOTAL PORTUGAL</b>			<b>140</b>	<b>0</b>	<b>1</b>	<b>25.5</b>	<b>27.0</b>	<b>31.9</b>	<b>4.3</b>	<b>2.8</b>	<b>5.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>74.7</b>	<b>24</b>	<b>164</b>
<b>PUERTO RICO</b>																				
<b>SAN JUAN (PUERTO RICO)</b>	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	12	16
<b>TOTAL SAN JUAN (PUERTO RICO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.8</b>	<b>12</b>	<b>16</b>
<b>TOTAL PUERTO RICO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.8</b>	<b>12</b>	<b>16</b>
<b>REPUBLIC OF</b>																				
<b>TIVAT</b>	EASYJET AIRLINE COMPANY LTD	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	4
<b>TOTAL TIVAT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>3</b>	<b>4</b>
<b>TOTAL REPUBLIC OF</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>3</b>	<b>4</b>
<b>REPUBLIC OF SOUTH</b>																				
<b>CAPE TOWN</b>	BRITISH AIRWAYS PLC	S	22	0	0	0.0	22.7	54.5	9.1	4.5	4.5	0.0	4.5	0.0	0.0	0.0	19	60.9	12	23
<b>CAPE TOWN</b>	THOMAS COOK AIRLINES LTD	S	20	0	0	0.0	15.0	25.0	15.0	20.0	15.0	10.0	0.0	0.0	0.0	0.0	42	57.9	16	19
<b>TOTAL CAPE TOWN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.0</b>	<b>40.5</b>	<b>11.9</b>	<b>11.9</b>	<b>9.5</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>59.5</b>	<b>14</b>	<b>42</b>
<b>TOTAL REPUBLIC OF</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.0</b>	<b>40.5</b>	<b>11.9</b>	<b>11.9</b>	<b>9.5</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>59.5</b>	<b>14</b>	<b>42</b>
<b>ROMANIA</b>																				
<b>BUCHAREST (OTOPENI)</b>	WIZZ AIR	S	44	0	3	0.0	17.0	29.8	8.5	17.0	4.3	12.8	4.3	0.0	0.0	6.4	46	54.5	15	44
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>44</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>17.0</b>	<b>29.8</b>	<b>8.5</b>	<b>17.0</b>	<b>4.3</b>	<b>12.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>46</b>	<b>54.5</b>	<b>15</b>	<b>44</b>
<b>TOTAL ROMANIA</b>			<b>44</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>17.0</b>	<b>29.8</b>	<b>8.5</b>	<b>17.0</b>	<b>4.3</b>	<b>12.8</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>46</b>	<b>54.5</b>	<b>15</b>	<b>44</b>
<b>RUSSIA</b>																				
<b>MOSCOW (SHEREMETYEVO)</b>	AEROFLOT	S	48	0	0	12.5	45.8	27.1	8.3	4.2	2.1	0.0	0.0	0.0	0.0	0.0	8	91.9	5	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>45.8</b>	<b>27.1</b>	<b>8.3</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>91.9</b>	<b>5</b>	<b>62</b>
MOSCOW (VNUKOVO)	VISTAJET LTD MALTA	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ST PETERSBURG	ROSSIYA AIRLINES	S	14	0	0	0.0	57.1	35.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>35.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>47.6</b>	<b>30.2</b>	<b>6.3</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.9</b>	<b>5</b>	<b>62</b>
<b>RWANDA</b>																				
KIGALI	RWANDAIR EXPRESS	S	28	0	0	0.0	28.6	21.4	14.3	21.4	7.1	7.1	0.0	0.0	0.0	0.0	31	0.0	0	0
<b>TOTAL KIGALI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>21.4</b>	<b>14.3</b>	<b>21.4</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RWANDA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>21.4</b>	<b>14.3</b>	<b>21.4</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SAINT KITTS AND NEVIS</b>																				
ST KITTS	BRITISH AIRWAYS PLC	S	18	0	0	16.7	38.9	27.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	72.2	13	18
<b>TOTAL ST KITTS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>13</b>	<b>18</b>
<b>TOTAL SAINT KITTS AND SINGAPORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>13</b>	<b>18</b>
<b>SINGAPORE</b>																				
SINGAPORE	NORWEGIAN AIR UK LTD	S	35	0	4	5.1	12.8	25.6	17.9	12.8	10.3	5.1	0.0	0.0	0.0	10.3	31	0.0	0	0
<b>TOTAL SINGAPORE</b>			<b>35</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>12.8</b>	<b>25.6</b>	<b>17.9</b>	<b>12.8</b>	<b>10.3</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SINGAPORE</b>			<b>35</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>12.8</b>	<b>25.6</b>	<b>17.9</b>	<b>12.8</b>	<b>10.3</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SLOVENIA</b>																				
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	32	0	1	12.1	33.3	30.3	6.1	6.1	9.1	0.0	0.0	0.0	0.0	3.0	14	83.3	16	36
<b>TOTAL LJUBLJANA</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>12.1</b>	<b>33.3</b>	<b>30.3</b>	<b>6.1</b>	<b>6.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>14</b>	<b>83.3</b>	<b>16</b>	<b>36</b>
<b>TOTAL SLOVENIA</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>12.1</b>	<b>33.3</b>	<b>30.3</b>	<b>6.1</b>	<b>6.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>14</b>	<b>83.3</b>	<b>16</b>	<b>36</b>
<b>SPAIN</b>																				
ALICANTE	BRITISH AIRWAYS PLC	S	64	0	0	3.1	25.0	45.3	9.4	6.3	7.8	0.0	3.1	0.0	0.0	0.0	21	80.0	11	50
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	163	0	1	11.6	26.2	41.5	7.3	9.8	2.4	0.6	0.0	0.0	0.0	0.6	11	74.8	15	158
ALICANTE	JET2.COM LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
ALICANTE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.3	19	62
ALICANTE	NORWEGIAN AIR INTERNATIONAL	S	28	0	0	3.6	46.4	32.1	3.6	7.1	3.6	3.6	0.0	0.0	0.0	0.0	14	73.1	17	26
ALICANTE	RYANAIR	S	54	0	0	3.7	35.2	44.4	9.3	5.6	0.0	0.0	1.9	0.0	0.0	0.0	11	63.0	24	54
ALICANTE	TUI AIRWAYS LTD	C	16	0	0	0.0	25.0	62.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	10	75.0	13	12
<b>TOTAL ALICANTE</b>			<b>326</b>	<b>0</b>	<b>1</b>	<b>7.6</b>	<b>29.1</b>	<b>42.8</b>	<b>7.6</b>	<b>7.6</b>	<b>3.4</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>13</b>	<b>71.3</b>	<b>17</b>	<b>362</b>
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	48	0	0	18.8	18.8	29.2	20.8	8.3	2.1	2.1	0.0	0.0	0.0	0.0	14	81.3	11	48
ALMERIA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	18	20
<b>TOTAL ALMERIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>18.8</b>	<b>29.2</b>	<b>20.8</b>	<b>8.3</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.9</b>	<b>13</b>	<b>68</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ASTURIAS	VUELING AIRLINES	S	28	0	0	28.6	50.0	3.6	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	5	24
<b>TOTAL ASTURIAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>50.0</b>	<b>3.6</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>5</b>	<b>24</b>
BARCELONA	BRITISH AIRWAYS PLC	S	108	0	6	11.4	46.5	21.9	6.1	5.3	1.8	1.8	0.0	0.0	0.0	5.3	9	78.8	11	118
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	348	0	10	16.8	36.0	26.3	7.5	6.4	1.7	1.7	0.8	0.0	0.0	2.8	12	71.2	17	364
BARCELONA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.1	6	36
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	62	0	0	1.6	9.7	41.9	22.6	24.2	0.0	0.0	0.0	0.0	0.0	0.0	19	56.5	19	62
BARCELONA	THOMAS COOK AIRLINES LTD	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
BARCELONA	TITAN AIRWAYS LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
BARCELONA	VUELING AIRLINES	S	259	0	1	5.4	32.7	35.4	11.9	8.1	5.0	1.2	0.0	0.0	0.0	0.4	14	68.5	22	218
<b>TOTAL BARCELONA</b>			<b>781</b>	<b>0</b>	<b>17</b>	<b>11.0</b>	<b>34.5</b>	<b>29.8</b>	<b>9.9</b>	<b>8.3</b>	<b>2.6</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>13</b>	<b>71.1</b>	<b>17</b>	<b>798</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
BILBAO	VUELING AIRLINES	S	63	0	2	15.4	29.2	29.2	7.7	10.8	3.1	0.0	1.5	0.0	0.0	3.1	15	75.4	13	59
<b>TOTAL BILBAO</b>			<b>65</b>	<b>0</b>	<b>2</b>	<b>16.4</b>	<b>28.4</b>	<b>29.9</b>	<b>7.5</b>	<b>10.4</b>	<b>3.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>15</b>	<b>75.4</b>	<b>13</b>	<b>59</b>
GIRONA	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL GIRONA</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GRANADA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	7.1	35.7	39.3	7.1	0.0	10.7	0.0	0.0	0.0	0.0	0.0	14	65.4	15	26
<b>TOTAL GRANADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>39.3</b>	<b>7.1</b>	<b>0.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.4</b>	<b>15</b>	<b>26</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
IBIZA	NORWEGIAN AIR INTERNATIONAL	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2
IBIZA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
<b>TOTAL IBIZA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>4</b>	<b>3</b>
LIEIDA	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	3
LIEIDA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8
LIEIDA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	25.0	25.0	0.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL LIEIDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>81.8</b>	<b>8</b>	<b>11</b>
MADRID	AIR EUROPA	S	124	0	0	1.6	37.9	46.0	5.6	4.8	3.2	0.8	0.0	0.0	0.0	0.0	10	58.9	22	124
MADRID	EASYJET AIRLINE COMPANY LTD	S	226	0	2	12.7	32.9	33.3	5.7	7.9	3.9	1.3	1.3	0.0	0.0	0.9	15	72.6	19	266
MADRID	IBERIA EXPRESS	S	122	0	0	11.5	35.2	41.0	6.6	4.1	1.6	0.0	0.0	0.0	0.0	0.0	7	83.9	9	118
MADRID	NORWEGIAN AIR INTERNATIONAL	S	100	0	0	6.0	29.0	27.0	8.0	21.0	6.0	0.0	2.0	1.0	0.0	0.0	25	61.8	21	102
MADRID	NORWEGIAN AIR SHUTTLE	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL MADRID</b>			<b>572</b>	<b>0</b>	<b>3</b>	<b>8.9</b>	<b>33.7</b>	<b>36.5</b>	<b>6.3</b>	<b>8.7</b>	<b>3.7</b>	<b>0.7</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>70.0</b>	<b>18</b>	<b>610</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MAHON	EASYJET AIRLINE COMPANY LTD	S	14	0	0	7.1	21.4	50.0	0.0	14.3	0.0	0.0	7.1	0.0	0.0	0.0	24	100.0	2	4	
MAHON	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	18	
<b>TOTAL MAHON</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>50.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>90.9</b>	<b>5</b>	<b>22</b>	
MALAGA	BRITISH AIRWAYS PLC	S	144	0	0	11.8	29.2	36.1	9.7	6.3	6.3	0.7	0.0	0.0	0.0	0.0	13	77.0	9	100	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	205	0	3	14.9	29.3	34.6	9.1	4.8	3.4	1.4	1.0	0.0	0.0	1.4	14	78.5	12	200	
MALAGA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.6	6	48	
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	84	0	0	0.0	21.4	38.1	16.7	17.9	2.4	1.2	2.4	0.0	0.0	0.0	25	58.6	22	70	
MALAGA	TUI AIRWAYS LTD	C	14	0	0	0.0	7.1	14.3	28.6	21.4	0.0	0.0	14.3	14.3	0.0	0.0	120	61.1	15	18	
<b>TOTAL MALAGA</b>			<b>447</b>	<b>0</b>	<b>3</b>	<b>10.7</b>	<b>27.1</b>	<b>35.1</b>	<b>11.3</b>	<b>8.2</b>	<b>4.0</b>	<b>1.1</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>19</b>	<b>75.5</b>	<b>12</b>	<b>436</b>	
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	72	0	0	12.5	43.1	30.6	5.6	6.9	0.0	0.0	1.4	0.0	0.0	0.0	10	85.3	10	68	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.1</b>	<b>30.6</b>	<b>5.6</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.3</b>	<b>10</b>	<b>68</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	143	0	0	6.3	17.5	41.3	18.2	9.1	4.9	0.7	2.1	0.0	0.0	0.0	20	64.0	18	139	
PALMA DE MALLORCA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
PALMA DE MALLORCA	NORWEGIAN AIR INTERNATIONAL	S	26	0	0	3.8	42.3	38.5	3.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	8	68.2	17	22	
PALMA DE MALLORCA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	2	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	88.2	8	17	
<b>TOTAL PALMA DE MALLORCA</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>22.2</b>	<b>42.3</b>	<b>15.3</b>	<b>9.0</b>	<b>3.7</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>67.2</b>	<b>17</b>	<b>183</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	75	100.0	0	2	
SANTIAGO DE COMPOSTELA (SPAIN)	VUELING AIRLINES	S	20	0	0	10.0	50.0	25.0	0.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	10	85.7	16	28	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>20.8</b>	<b>0.0</b>	<b>8.3</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>86.7</b>	<b>15</b>	<b>30</b>	
SEVILLE	BRITISH AIRWAYS PLC	S	52	0	0	13.5	32.7	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	81.5	9	54	
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	17.7	24.2	37.1	9.7	9.7	1.6	0.0	0.0	0.0	0.0	0.0	10	71.0	15	62	
<b>TOTAL SEVILLE</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>28.1</b>	<b>34.2</b>	<b>8.8</b>	<b>8.8</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.9</b>	<b>12</b>	<b>116</b>	
VALENCIA	BRITISH AIRWAYS PLC	S	40	0	0	20.0	30.0	27.5	7.5	0.0	10.0	5.0	0.0	0.0	0.0	0.0	18	80.6	7	36	
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	144	0	0	8.3	34.7	33.3	11.1	7.6	4.2	0.7	0.0	0.0	0.0	0.0	13	70.3	18	145	
<b>TOTAL VALENCIA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>33.7</b>	<b>32.1</b>	<b>10.3</b>	<b>6.0</b>	<b>5.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.4</b>	<b>15</b>	<b>181</b>	
VITORIA	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	196	1	
<b>TOTAL VITORIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>196</b>	<b>1</b>	
<b>TOTAL SPAIN</b>			<b>2906</b>	<b>0</b>	<b>27</b>	<b>10.3</b>	<b>31.5</b>	<b>34.4</b>	<b>9.3</b>	<b>8.3</b>	<b>3.4</b>	<b>1.0</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>72.5</b>	<b>16</b>	<b>2998</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
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ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	BRITISH AIRWAYS PLC	S	53	0	0	17.0	15.1	30.2	5.7	15.1	13.2	1.9	1.9	0.0	0.0	0.0	29	70.8	16	24	
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	71	0	0	4.2	18.3	50.7	11.3	9.9	2.8	2.8	0.0	0.0	0.0	0.0	15	62.9	16	70	
ARRECIFE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.9	14	44	
ARRECIFE	NORWEGIAN AIR INTERNATIONAL	S	24	0	0	8.3	66.7	16.7	0.0	4.2	4.2	0.0	0.0	0.0	0.0	0.0	6	61.5	25	26	
ARRECIFE	NORWEGIAN AIR SHUTTLE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	28	0	0	14.3	7.1	28.6	14.3	7.1	21.4	7.1	0.0	0.0	0.0	0.0	38	67.6	21	34	
ARRECIFE	TUI AIRWAYS LTD	C	28	0	0	7.1	10.7	21.4	25.0	25.0	10.7	0.0	0.0	0.0	0.0	0.0	24	64.7	20	34	
<b>TOTAL ARRECIFE</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>20.6</b>	<b>34.3</b>	<b>10.8</b>	<b>12.3</b>	<b>9.3</b>	<b>2.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>64.8</b>	<b>18</b>	<b>233</b>	
FUERTEVENTURA	BRITISH AIRWAYS PLC	S	18	0	0	16.7	11.1	55.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	55.6	18	18	
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	67	0	0	11.9	23.9	40.3	11.9	9.0	3.0	0.0	0.0	0.0	0.0	0.0	12	70.6	16	68	
FUERTEVENTURA	NORWEGIAN AIR INTERNATIONAL	S	14	0	0	0.0	14.3	28.6	14.3	28.6	7.1	7.1	0.0	0.0	0.0	0.0	35	50.0	22	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	26	0	0	11.5	23.1	42.3	7.7	3.8	11.5	0.0	0.0	0.0	0.0	0.0	15	65.5	24	29	
FUERTEVENTURA	TUI AIRWAYS LTD	C	24	0	0	8.3	8.3	58.3	16.7	0.0	0.0	0.0	8.3	0.0	0.0	0.0	24	73.1	20	26	
<b>TOTAL FUERTEVENTURA</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>18.7</b>	<b>44.7</b>	<b>11.3</b>	<b>8.0</b>	<b>4.7</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.0</b>	<b>19</b>	<b>159</b>	
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	68	0	0	1.5	25.0	52.9	5.9	13.2	1.5	0.0	0.0	0.0	0.0	0.0	10	69.1	11	68	
LAS PALMAS	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.9	13	18	
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	S	20	0	0	0.0	10.0	40.0	15.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	24	80.0	14	20	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	81.8	4	11	
LAS PALMAS	TUI AIRWAYS LTD	C	38	0	1	0.0	20.5	41.0	10.3	17.9	5.1	0.0	0.0	2.6	0.0	2.6	37	66.7	12	45	
<b>TOTAL LAS PALMAS</b>			<b>134</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>21.5</b>	<b>46.7</b>	<b>8.9</b>	<b>15.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>20</b>	<b>71.8</b>	<b>12</b>	<b>162</b>	
SANTA CRUZ DE LA PALMA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	61.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	68.8	18	16	
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	50.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	23	84.2	19	18	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>46.4</b>	<b>39.3</b>	<b>0.0</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.1</b>	<b>18</b>	<b>34</b>	
TENERIFE (SURREINA SOFIA)	AIR CONTRACTORS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	106	0	0	9.4	23.6	40.6	11.3	14.2	0.9	0.0	0.0	0.0	0.0	0.0	12	78.8	16	66	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	122	0	0	20.5	23.8	32.8	9.8	4.1	4.9	0.8	3.3	0.0	0.0	0.0	19	70.7	14	123	
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.1	15	52	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	46	0	0	4.3	26.1	39.1	8.7	13.0	8.7	0.0	0.0	0.0	0.0	0.0	17	87.0	6	46	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	26	0	0	7.7	38.5	26.9	7.7	0.0	15.4	3.8	0.0	0.0	0.0	0.0	23	79.4	11	34	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	62	0	0	3.2	12.9	53.2	17.7	6.5	3.2	0.0	3.2	0.0	0.0	0.0	23	70.8	15	72	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>363</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>23.1</b>	<b>38.8</b>	<b>11.3</b>	<b>8.5</b>	<b>4.7</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.1</b>	<b>13</b>	<b>393</b>	
<b>TOTAL SPAIN(CANARY SRI LANKA)</b>			<b>879</b>	<b>0</b>	<b>1</b>	<b>9.2</b>	<b>22.3</b>	<b>40.0</b>	<b>10.5</b>	<b>10.2</b>	<b>5.7</b>	<b>0.9</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>18</b>	<b>70.7</b>	<b>15</b>	<b>981</b>	
COLOMBO	TUI AIRWAYS LTD	C	4	0	0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	18	88.9	3	9	
<b>TOTAL COLOMBO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.9</b>	<b>3</b>	<b>9</b>	
<b>TOTAL SRI LANKA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.9</b>	<b>3</b>	<b>9</b>	
<b>ST LUCIA</b>																					
ST LUCIA (HEWANORRA)	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	8	0	0	37.5	0.0	25.0	0.0	12.5	0.0	12.5	12.5	0.0	0.0	0.0	51	0.0	0	0	
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	7	0	0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>26.7</b>	<b>13.3</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>1</b>	<b>11</b>	
<b>TOTAL ST LUCIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>26.7</b>	<b>13.3</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>1</b>	<b>11</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	NORWEGIAN AIR INTERNATIONAL	S	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	5	2	
GOTEBORG (LANDVETTER)	NORWEGIAN AIR SHUTTLE	S	98	0	0	0.0	17.3	45.9	16.3	19.4	1.0	0.0	0.0	0.0	0.0	0.0	16	63.2	17	106	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>46.1</b>	<b>15.7</b>	<b>19.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>63.9</b>	<b>16</b>	<b>108</b>	
KIRUNA	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4	
<b>TOTAL KIRUNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>15</b>	<b>4</b>	
OSTERSUND / FROSON	EASYJET AIRLINE COMPANY LTD	S	8	0	0	12.5	0.0	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	3	8	
<b>TOTAL OSTERSUND / FROSON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	269	0	0	5.2	32.3	33.5	13.0	7.4	4.1	1.5	2.6	0.4	0.0	0.0	22	75.0	12	276	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	100.0	4	2	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>271</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>32.1</b>	<b>33.2</b>	<b>13.3</b>	<b>7.7</b>	<b>4.1</b>	<b>1.5</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.2</b>	<b>12</b>	<b>278</b>	
<b>TOTAL SWEDEN</b>			<b>381</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>27.6</b>	<b>37.3</b>	<b>13.9</b>	<b>11.0</b>	<b>3.1</b>	<b>1.0</b>	<b>1.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>72.1</b>	<b>13</b>	<b>398</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	173	0	2	3.4	33.1	36.0	13.7	8.6	3.4	0.6	0.0	0.0	0.0	1.1	12	80.3	10	178	
<b>TOTAL BALE MULHOUSE</b>			<b>173</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>33.1</b>	<b>36.0</b>	<b>13.7</b>	<b>8.6</b>	<b>3.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>80.3</b>	<b>10</b>	<b>178</b>	
GENEVA	AER LINGUS	C	8	0	0	0.0	0.0	12.5	12.5	12.5	37.5	0.0	25.0	0.0	0.0	0.0	120	0.0	0	0	
GENEVA	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	48	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GENEVA	BRITISH AIRWAYS PLC	S	172	0	6	5.6	39.3	29.2	6.2	9.6	3.9	1.1	0.0	1.7	0.0	3.4	19	77.3	10	150
GENEVA	EASYJET AIRLINE COMPANY LTD	S	472	0	8	2.7	24.0	36.9	15.4	9.6	5.8	3.1	0.8	0.0	0.0	1.7	22	64.0	16	500
GENEVA	EASYJET SWITZERLAND	S	0	0	6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
GENEVA	GERMANIA FLUGGESELLSCHAFT	C	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	4	8
GENEVA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.6	5	32
GENEVA	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	0.0	10.0	40.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
GENEVA	SWISS AIRLINES	S	22	0	0	9.1	9.1	9.1	13.6	27.3	18.2	4.5	9.1	0.0	0.0	0.0	60	86.2	5	29
GENEVA	THOMAS COOK AIRLINES LTD	C	10	0	1	9.1	9.1	18.2	18.2	27.3	9.1	0.0	0.0	0.0	0.0	9.1	24	0.0	31	8
GENEVA	TITAN AIRWAYS LTD	C	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
GENEVA	TUI AIRWAYS LTD	C	9	0	1	0.0	30.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	10	47.4	23	19
<b>TOTAL GENEVA</b>			<b>714</b>	<b>0</b>	<b>22</b>	<b>3.5</b>	<b>26.6</b>	<b>33.6</b>	<b>13.0</b>	<b>10.5</b>	<b>5.8</b>	<b>2.4</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>3.0</b>	<b>23</b>	<b>67.5</b>	<b>15</b>	<b>754</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	94	0	3	9.3	38.1	30.9	3.1	5.2	8.2	2.1	0.0	0.0	0.0	3.1	14	84.7	7	98
ZURICH	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	8
<b>TOTAL ZURICH</b>			<b>94</b>	<b>0</b>	<b>3</b>	<b>9.3</b>	<b>38.1</b>	<b>30.9</b>	<b>3.1</b>	<b>5.2</b>	<b>8.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>14</b>	<b>84.0</b>	<b>7</b>	<b>106</b>
<b>TOTAL SWITZERLAND</b>			<b>981</b>	<b>0</b>	<b>27</b>	<b>4.1</b>	<b>28.9</b>	<b>33.7</b>	<b>12.2</b>	<b>9.6</b>	<b>5.7</b>	<b>2.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>2.7</b>	<b>20</b>	<b>71.4</b>	<b>13</b>	<b>1038</b>
<b>TAIWAN</b>																				
TAIPEI	CHINA AIRLINES	S	38	0	0	10.5	42.1	31.6	7.9	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL TAIPEI</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>42.1</b>	<b>31.6</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TAIWAN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>42.1</b>	<b>31.6</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>THAILAND</b>																				
KRABI	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL KRABI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PHUKET	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	30.0	10.0	10.0	10.0	0.0	20.0	0.0	0.0	0.0	64	88.9	6	9
<b>TOTAL PHUKET</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>88.9</b>	<b>6</b>	<b>9</b>
<b>TOTAL THAILAND</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>35.7</b>	<b>21.4</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>88.9</b>	<b>6</b>	<b>9</b>
<b>TRINIDAD AND TOBAGO</b>																				
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	44	0	0	18.2	9.1	34.1	9.1	15.9	4.5	4.5	4.5	0.0	0.0	0.0	34	81.8	6	44
<b>TOTAL PORT OF SPAIN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>9.1</b>	<b>34.1</b>	<b>9.1</b>	<b>15.9</b>	<b>4.5</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>81.8</b>	<b>6</b>	<b>44</b>
TOBAGO	BRITISH AIRWAYS PLC	S	18	0	0	22.2	27.8	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	3	17
TOBAGO	VIRGIN ATLANTIC AIRWAYS LTD	S	15	0	0	26.7	13.3	40.0	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0	11	76.5	9	17
<b>TOTAL TOBAGO</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>21.2</b>	<b>42.4</b>	<b>9.1</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.3</b>	<b>6</b>	<b>34</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>14.3</b>	<b>37.7</b>	<b>9.1</b>	<b>9.1</b>	<b>3.9</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>83.3</b>	<b>6</b>	<b>78</b>
<b>TUNISIA</b>																				
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TUNIS	TUNISAIR	S	26	0	0	0.0	7.7	30.8	38.5	7.7	11.5	0.0	0.0	3.8	0.0	0.0	47	10.0	36	20	
<b>TOTAL TUNIS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>30.8</b>	<b>38.5</b>	<b>7.7</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>10.0</b>	<b>36</b>	<b>20</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.7</b>	<b>38.2</b>	<b>29.4</b>	<b>5.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>10.0</b>	<b>36</b>	<b>20</b>	
<b>TURKEY</b>																					
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	5	0	0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	49	2	
ANTALYA	FREEBIRD AIRLINES	C	10	0	0	0.0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	S	29	0	0	0.0	17.2	69.0	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	14	27	
ANTALYA	TUI AIRWAYS LTD	C	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	14	100.0	6	2	
<b>TOTAL ANTALYA</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>10.9</b>	<b>52.2</b>	<b>19.6</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>15</b>	<b>64.5</b>	<b>16</b>	<b>31</b>	
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	6	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	13	2	
<b>TOTAL BODRUM (MILAS)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>50.0</b>	<b>13</b>	<b>2</b>	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	14	6	
DALAMAN	THOMAS COOK AIRLINES LTD	S	9	0	0	11.1	11.1	44.4	0.0	0.0	22.2	11.1	0.0	0.0	0.0	0.0	39	50.0	28	2	
<b>TOTAL DALAMAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>35.3</b>	<b>17.6</b>	<b>5.9</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>62.5</b>	<b>17</b>	<b>8</b>	
ISTANBUL	THY TURKISH AIRLINES	S	124	0	0	6.5	25.0	36.3	18.5	6.5	6.5	0.8	0.0	0.0	0.0	0.0	16	76.6	12	124	
<b>TOTAL ISTANBUL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>25.0</b>	<b>36.3</b>	<b>18.5</b>	<b>6.5</b>	<b>6.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>76.6</b>	<b>12</b>	<b>124</b>	
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	46	0	1	2.1	23.4	44.7	17.0	6.4	4.3	0.0	0.0	0.0	0.0	2.1	14	64.4	13	44	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>23.4</b>	<b>44.7</b>	<b>17.0</b>	<b>6.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>64.4</b>	<b>13</b>	<b>44</b>	
IZMIR (ADNAN MENDERES)	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>21.7</b>	<b>41.8</b>	<b>17.6</b>	<b>6.6</b>	<b>5.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>71.4</b>	<b>13</b>	<b>209</b>	
<b>TURKS AND CAICOS</b>																					
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	18	0	0	27.8	22.2	22.2	11.1	0.0	5.6	5.6	5.6	0.0	0.0	0.0	25	83.3	9	18	
<b>TOTAL PROVIDENCIALES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
<b>TOTAL TURKS AND CAICOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	S	103	0	0	1.9	17.5	33.0	15.5	21.4	9.7	0.0	1.0	0.0	0.0	0.0	25	58.9	14	107	
<b>TOTAL KIEV (BORISPOL)</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>17.5</b>	<b>33.0</b>	<b>15.5</b>	<b>21.4</b>	<b>9.7</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>58.9</b>	<b>14</b>	<b>107</b>	
<b>TOTAL UKRAINE</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>17.5</b>	<b>33.0</b>	<b>15.5</b>	<b>21.4</b>	<b>9.7</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>58.9</b>	<b>14</b>	<b>107</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
DUBAI	EMIRATES	S	186	0	0	6.5	33.3	32.3	16.7	9.1	2.2	0.0	0.0	0.0	0.0	0.0	11	82.3	10	186
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.3</b>	<b>32.3</b>	<b>16.7</b>	<b>9.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.3</b>	<b>10</b>	<b>186</b>
DUBAI (WORLD CENTRAL)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	16.7	28	6
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>16.7</b>	<b>28</b>	<b>6</b>
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.3</b>	<b>32.3</b>	<b>16.7</b>	<b>9.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.3</b>	<b>11</b>	<b>193</b>
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	98	0	2	8.0	34.0	33.0	9.0	8.0	1.0	4.0	1.0	0.0	0.0	2.0	17	75.5	13	102
<b>TOTAL ABERDEEN</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>8.0</b>	<b>34.0</b>	<b>33.0</b>	<b>9.0</b>	<b>8.0</b>	<b>1.0</b>	<b>4.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>17</b>	<b>75.5</b>	<b>13</b>	<b>102</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	348	0	4	4.5	27.0	36.6	10.2	7.4	9.9	2.3	0.9	0.0	0.0	1.1	21	72.9	14	362
BELFAST INTERNATIONAL	RYANAIR	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	80.7	10	284
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>348</b>	<b>0</b>	<b>6</b>	<b>4.5</b>	<b>26.8</b>	<b>36.4</b>	<b>10.2</b>	<b>7.3</b>	<b>9.9</b>	<b>2.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>21</b>	<b>76.3</b>	<b>12</b>	<b>646</b>
BIRMINGHAM	GERMANIA FLUGGESELLSCHAFT	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BIRMINGHAM	NORWEGIAN AIR SHUTTLE	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BIRMINGHAM	TITAN AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BIRMINGHAM	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DONCASTER SHEFFIELD	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>15</b>	<b>2</b>
EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	2
EAST MIDLANDS INTERNATIONAL	EASTERN AIRWAYS	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
EAST MIDLANDS INTERNATIONAL	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>22</b>	<b>2</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	199	0	4	12.3	47.3	20.7	4.9	6.9	4.4	0.5	1.0	0.0	0.0	2.0	12	82.5	6	199
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	226	0	13	7.5	35.6	31.4	7.9	6.7	4.2	0.0	1.3	0.0	0.0	5.4	14	71.8	17	258
<b>TOTAL EDINBURGH</b>			<b>425</b>	<b>0</b>	<b>17</b>	<b>9.7</b>	<b>41.0</b>	<b>26.5</b>	<b>6.6</b>	<b>6.8</b>	<b>4.3</b>	<b>0.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>13</b>	<b>76.5</b>	<b>12</b>	<b>457</b>
EXETER	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	1
<b>TOTAL EXETER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>49</b>	<b>1</b>
FARNBOROUGH	VISTAJET LTD MALTA	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	0	1
<b>TOTAL FARNBOROUGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>100.0</b>	<b>0</b>	<b>1</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GLASGOW	BRITISH AIRWAYS PLC	S	208	0	5	10.8	50.2	26.3	4.2	2.3	2.3	0.0	0.9	0.5	0.0	2.3	12	89.1	5	220	
GLASGOW	EASYJET AIRLINE COMPANY LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	170	0	8	5.6	30.9	36.0	8.4	8.4	2.8	0.6	2.8	0.0	0.0	4.5	18	73.6	13	182	
GLASGOW	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	42	5	
<b>TOTAL GLASGOW</b>			<b>378</b>	<b>0</b>	<b>15</b>	<b>8.4</b>	<b>41.2</b>	<b>30.5</b>	<b>6.1</b>	<b>5.1</b>	<b>2.5</b>	<b>0.3</b>	<b>1.8</b>	<b>0.3</b>	<b>0.0</b>	<b>3.8</b>	<b>15</b>	<b>81.6</b>	<b>9</b>	<b>407</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	352	0	3	3.4	51.3	26.2	5.9	3.4	5.1	2.0	2.0	0.0	0.0	0.8	17	69.3	18	330	
<b>TOTAL GUERNSEY</b>			<b>352</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>51.3</b>	<b>26.2</b>	<b>5.9</b>	<b>3.4</b>	<b>5.1</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>69.3</b>	<b>18</b>	<b>330</b>	
HEATHROW	BRITISH AIRWAYS PLC	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
HEATHROW	ETIHAD AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>50.0</b>	<b>6</b>	<b>1</b>	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	158	0	0	12.0	31.0	39.2	6.3	6.3	3.8	1.3	0.0	0.0	0.0	0.0	12	68.1	16	160	
<b>TOTAL INVERNESS</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>31.0</b>	<b>39.2</b>	<b>6.3</b>	<b>6.3</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>68.1</b>	<b>16</b>	<b>160</b>	
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	108	0	4	5.4	40.2	33.0	10.7	2.7	4.5	0.0	0.0	0.0	0.0	3.6	9	72.4	13	122	
<b>TOTAL ISLE OF MAN</b>			<b>108</b>	<b>0</b>	<b>4</b>	<b>5.4</b>	<b>40.2</b>	<b>33.0</b>	<b>10.7</b>	<b>2.7</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>9</b>	<b>72.4</b>	<b>13</b>	<b>122</b>	
JERSEY	BRITISH AIRWAYS PLC	S	294	0	2	15.5	53.4	14.5	6.1	5.1	3.0	0.3	1.4	0.0	0.0	0.7	10	84.6	14	284	
JERSEY	EASYJET AIRLINE COMPANY LTD	S	182	0	1	8.7	33.9	34.4	11.5	4.4	3.3	3.3	0.0	0.0	0.0	0.5	14	79.8	14	182	
JERSEY	GERMANIA FLUGGESELLSCHAFT	C	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL JERSEY</b>			<b>476</b>	<b>0</b>	<b>6</b>	<b>12.9</b>	<b>45.6</b>	<b>22.0</b>	<b>8.1</b>	<b>4.8</b>	<b>3.1</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>82.6</b>	<b>14</b>	<b>466</b>	
LEEDS BRADFORD	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
LUTON	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	80	0.0	0	0	
<b>TOTAL LUTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	BMI REGIONAL	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
MANCHESTER	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
MANCHESTER	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
MANCHESTER	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL MANCHESTER</b>			<b>4</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWCASTLE	EASTERN AIRWAYS	C	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	60	0.0	22	1	
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>22</b>	<b>1</b>	
NEWQUAY	EASYJET AIRLINE COMPANY LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
NEWQUAY	FLYBE LTD	S	152	0	11	4.3	35.6	40.5	3.1	4.3	3.7	0.0	1.8	0.0	0.0	6.7	12	87.0	6	169	
<b>TOTAL NEWQUAY</b>			<b>152</b>	<b>0</b>	<b>12</b>	<b>4.3</b>	<b>35.4</b>	<b>40.2</b>	<b>3.0</b>	<b>4.3</b>	<b>3.7</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>12</b>	<b>87.0</b>	<b>6</b>	<b>169</b>	
STANSTED	EASYJET AIRLINE COMPANY LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
STANSTED	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	23	5	
STANSTED	TITAN AIRWAYS LTD	C	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>40.0</b>	<b>23</b>	<b>5</b>	
TOLLERTON NOTTINGHAM	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL TOLLERTON NOTTINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2512</b>	<b>0</b>	<b>74</b>	<b>8.0</b>	<b>39.8</b>	<b>29.6</b>	<b>7.3</b>	<b>5.6</b>	<b>4.5</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>15</b>	<b>76.9</b>	<b>13</b>	<b>2874</b>	
<b>USA</b>																					
AUSTIN (BERGSTROM)	NORWEGIAN AIR UK LTD	S	5	0	0	0.0	20.0	20.0	0.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	72	0.0	0	0	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>72</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BOSTON	NORWEGIAN AIR SHUTTLE	S	39	0	0	5.1	20.5	30.8	25.6	10.3	2.6	0.0	5.1	0.0	0.0	0.0	23	82.9	6	35	
BOSTON	NORWEGIAN AIR UK LTD	S	9	0	0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL BOSTON</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>20.8</b>	<b>33.3</b>	<b>25.0</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>82.9</b>	<b>6</b>	<b>35</b>	
CHICAGO (O'HARE)	NORWEGIAN AIR UK LTD	S	13	0	0	7.7	38.5	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>46.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DENVER INTERNATIONAL	NORWEGIAN AIR SHUTTLE	S	22	0	0	4.5	22.7	45.5	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
DENVER INTERNATIONAL	NORWEGIAN AIR UK LTD	S	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>25.9</b>	<b>44.4</b>	<b>14.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FORT LAUDERDALE	BRITISH AIRWAYS PLC	S	25	0	1	0.0	57.7	11.5	11.5	7.7	7.7	0.0	0.0	0.0	0.0	3.8	13	0.0	0	0	
FORT LAUDERDALE	NORWEGIAN AIR SHUTTLE	S	29	0	0	3.4	13.8	44.8	20.7	6.9	10.3	0.0	0.0	0.0	0.0	0.0	20	79.2	9	24	
FORT LAUDERDALE	NORWEGIAN AIR UK LTD	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL FORT LAUDERDALE</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>32.2</b>	<b>30.5</b>	<b>18.6</b>	<b>6.8</b>	<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>17</b>	<b>79.2</b>	<b>9</b>	<b>24</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
LAS VEGAS	NORWEGIAN AIR SHUTTLE	S	14	0	0	0.0	7.1	64.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	71.4	27	14	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	45	0	0	0.0	8.9	48.9	26.7	11.1	4.4	0.0	0.0	0.0	0.0	0.0	17	73.5	13	49	
<b>TOTAL LAS VEGAS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.9</b>	<b>52.4</b>	<b>25.4</b>	<b>11.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.0</b>	<b>16</b>	<b>63</b>	
LOS ANGELES INTERNATIONAL	NORWEGIAN AIR SHUTTLE	S	48	0	0	0.0	6.3	20.8	20.8	22.9	14.6	6.3	8.3	0.0	0.0	0.0	61	72.7	13	44	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LOS ANGELES INTERNATIONAL	NORWEGIAN AIR UK LTD	S	20	0	0	5.0	5.0	20.0	25.0	10.0	20.0	5.0	10.0	0.0	0.0	0.0	59	0.0	0	0	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>5.9</b>	<b>20.6</b>	<b>22.1</b>	<b>19.1</b>	<b>16.2</b>	<b>5.9</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>72.7</b>	<b>13</b>	<b>44</b>	
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	58	0	4	9.7	27.4	30.6	9.7	4.8	4.8	4.8	1.6	0.0	0.0	6.5	22	75.8	20	61	
NEW YORK (JF KENNEDY)	NORWEGIAN AIR SHUTTLE	S	82	0	7	0.0	9.0	21.3	15.7	16.9	16.9	6.7	5.6	0.0	0.0	7.9	56	60.3	21	62	
NEW YORK (JF KENNEDY)	NORWEGIAN AIR UK LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
NEW YORK (JF KENNEDY)	NORWEGIAN AIR UK LTD	S	19	0	3	13.6	31.8	18.2	0.0	9.1	9.1	0.0	0.0	4.5	0.0	13.6	81	0.0	0	0	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>160</b>	<b>0</b>	<b>14</b>	<b>5.2</b>	<b>18.4</b>	<b>24.1</b>	<b>11.5</b>	<b>12.1</b>	<b>11.5</b>	<b>5.2</b>	<b>3.4</b>	<b>0.6</b>	<b>0.0</b>	<b>8.0</b>	<b>47</b>	<b>68.0</b>	<b>20</b>	<b>123</b>	
OAKLAND	BRITISH AIRWAYS PLC	S	26	0	0	3.8	46.2	23.1	3.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	21	75.0	18	4	
OAKLAND	NORWEGIAN AIR SHUTTLE	S	32	0	0	6.3	12.5	28.1	25.0	9.4	12.5	3.1	3.1	0.0	0.0	0.0	31	74.1	12	27	
OAKLAND	NORWEGIAN AIR UK LTD	S	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL OAKLAND</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>27.3</b>	<b>18.2</b>	<b>7.6</b>	<b>9.1</b>	<b>4.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>74.2</b>	<b>13</b>	<b>31</b>	
ORLANDO	BRITISH AIRWAYS PLC	S	75	0	0	13.3	33.3	33.3	6.7	10.7	2.7	0.0	0.0	0.0	0.0	0.0	10	78.1	11	73	
ORLANDO	NORWEGIAN AIR SHUTTLE	S	14	0	0	0.0	21.4	21.4	21.4	28.6	7.1	0.0	0.0	0.0	0.0	0.0	25	80.0	8	10	
ORLANDO	NORWEGIAN AIR UK LTD	S	6	0	0	0.0	16.7	0.0	0.0	16.7	16.7	50.0	0.0	0.0	0.0	0.0	85	0.0	0	0	
ORLANDO	THOMAS COOK AIRLINES LTD	S	9	0	0	11.1	11.1	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	42.9	34	7	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	98	0	0	6.1	25.5	35.7	11.2	15.3	2.0	2.0	2.0	0.0	0.0	0.0	20	83.3	7	89	
<b>TOTAL ORLANDO</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>27.2</b>	<b>34.2</b>	<b>9.9</b>	<b>13.9</b>	<b>3.0</b>	<b>2.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.4</b>	<b>10</b>	<b>179</b>	
SANFORD	TUI AIRWAYS LTD	C	3	0	1	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	2	0.0	0	0	
<b>TOTAL SANFORD</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SEATTLE (TACOMA)	NORWEGIAN AIR SHUTTLE	S	31	0	0	29.0	6.5	38.7	9.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	17	0.0	0	0	
SEATTLE (TACOMA)	NORWEGIAN AIR UK LTD	S	4	0	0	0.0	0.0	25.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	96	0.0	0	0	
<b>TOTAL SEATTLE (TACOMA)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>25.7</b>	<b>5.7</b>	<b>37.1</b>	<b>11.4</b>	<b>5.7</b>	<b>5.7</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TAMPA	BRITISH AIRWAYS PLC	S	55	0	0	9.1	27.3	30.9	20.0	9.1	1.8	1.8	0.0	0.0	0.0	0.0	15	81.5	9	54	
<b>TOTAL TAMPA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>30.9</b>	<b>20.0</b>	<b>9.1</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.5</b>	<b>9</b>	<b>54</b>	
TETERBORO	NETJETS TRANSPORTES AEREOS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL TETERBORO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
WHITE PLAINS	VISTAJET LTD MALTA	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL WHITE PLAINS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL USA</b>			<b>804</b>	<b>0</b>	<b>16</b>	<b>6.1</b>	<b>21.2</b>	<b>31.8</b>	<b>15.5</b>	<b>11.2</b>	<b>6.8</b>	<b>3.0</b>	<b>2.2</b>	<b>0.1</b>	<b>0.0</b>	<b>2.0</b>	<b>28</b>	<b>75.8</b>	<b>13</b>	<b>554</b>	
VIETNAM																					
PHU QUOC INTERNATIONAL	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	16.7	16.7	33.3	0.0	16.7	16.7	0.0	0.0	0.0	83	0.0	0	0	



Reporting Airport: GATWICK (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL PHU QUOC INTERNATIONAL			6	0	0	0.0	0.0	16.7	16.7	33.3	0.0	16.7	16.7	0.0	0.0	0.0	83	0.0	0	0
TOTAL VIETNAM			6	0	0	0.0	0.0	16.7	16.7	33.3	0.0	16.7	16.7	0.0	0.0	0.0	83	0.0	0	0
TOTAL GATWICK			21665	0	314	8.2	31.2	33.6	10.5	8.2	4.5	1.4	0.9	0.1	0.0	1.4	17	75.5	13	21803

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
SALZBURG	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	161	100.0	0	1	
<b>TOTAL SALZBURG</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>161</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL AUSTRIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>161</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	5	0	0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	257	33.3	19	3	
<b>TOTAL BRIDGETOWN</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>257</b>	<b>33.3</b>	<b>19</b>	<b>3</b>	
<b>TOTAL BARBADOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>257</b>	<b>33.3</b>	<b>19</b>	<b>3</b>	
<b>BELGIUM</b>																					
CHARLEROI	RYANAIR	S	16	0	0	0.0	37.5	56.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	16	
<b>TOTAL CHARLEROI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>56.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>TOTAL BELGIUM</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>56.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>0</b>	<b>16</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	16	0	0	0.0	37.5	25.0	18.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	11	18	
<b>TOTAL SOFIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.9</b>	<b>11</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>18.8</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.9</b>	<b>11</b>	<b>18</b>	
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	18	0	2	0.0	30.0	30.0	5.0	5.0	15.0	5.0	0.0	0.0	0.0	10.0	30	90.0	4	10	
<b>TOTAL TORONTO</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>5.0</b>	<b>5.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>30</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>TOTAL CANADA</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>5.0</b>	<b>5.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>30</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	C	10	0	0	0.0	20.0	20.0	10.0	30.0	0.0	0.0	0.0	20.0	0.0	0.0	98	90.0	4	10	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>TOTAL CAPE VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>98</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3	
<b>TOTAL LARNACA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>3</b>	
PAPHOS	JET2.COM LTD	S	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	2	
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	8	9	
<b>TOTAL PAPHOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>76.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.9</b>	<b>8</b>	<b>11</b>	
<b>TOTAL CYPRUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>76.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.9</b>	<b>6</b>	<b>14</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	17	0	2	10.5	42.1	31.6	0.0	5.3	0.0	0.0	0.0	0.0	0.0	10.5	4	88.9	8	18	
<b>TOTAL PRAGUE</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>42.1</b>	<b>31.6</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>4</b>	<b>88.9</b>	<b>8</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>10.5</b>	<b>42.1</b>	<b>31.6</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>4</b>	<b>88.9</b>	<b>8</b>	<b>18</b>	
<b>DOMINICAN REPUBLIC</b>																					
LA ROMANA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE													MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LA ROMANA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN EGYPT</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>HURGHADA</b>	THOMAS COOK AIRLINES LTD	S	10	0	2	0.0	8.3	50.0	16.7	0.0	0.0	8.3	0.0	0.0	0.0	16.7	21	0.0	0	0
<b>TOTAL HURGHADA</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>																				
<b>CARCASSONNE</b>	RYANAIR	S	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	79	2
<b>TOTAL CARCASSONNE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>79</b>	<b>2</b>
<b>CHAMBERY</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	30.0	20.0	20.0	0.0	10.0	0.0	20.0	0.0	0.0	0.0	65	62.5	11	8
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>65</b>	<b>62.5</b>	<b>11</b>	<b>8</b>
<b>GRENOBLE</b>	JET2.COM LTD	S	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	8	8
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>8</b>	<b>8</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.4	16	36
<b>PARIS (CHARLES DE GAULLE)</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	5	1.5	20.9	22.4	19.4	19.4	6.0	0.0	3.0	0.0	0.0	7.5	27	56.5	20	62
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>62</b>	<b>0</b>	<b>5</b>	<b>1.5</b>	<b>20.9</b>	<b>22.4</b>	<b>19.4</b>	<b>19.4</b>	<b>6.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>27</b>	<b>61.2</b>	<b>19</b>	<b>98</b>
<b>TOTAL FRANCE</b>			<b>86</b>	<b>0</b>	<b>5</b>	<b>1.1</b>	<b>25.3</b>	<b>23.1</b>	<b>19.8</b>	<b>15.4</b>	<b>5.5</b>	<b>0.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>29</b>	<b>61.2</b>	<b>18</b>	<b>116</b>
<b>GERMANY</b>																				
<b>BERLIN (SCHONEFELD)</b>	EASYJET AIRLINE COMPANY LTD	S	58	0	4	8.1	33.9	30.6	9.7	3.2	4.8	3.2	0.0	0.0	0.0	6.5	14	88.1	7	59
<b>BERLIN (SCHONEFELD)</b>	RYANAIR	S	50	0	2	0.0	34.6	26.9	15.4	9.6	5.8	0.0	3.8	0.0	0.0	3.8	23	72.9	9	48
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>108</b>	<b>0</b>	<b>6</b>	<b>4.4</b>	<b>34.2</b>	<b>28.9</b>	<b>12.3</b>	<b>6.1</b>	<b>5.3</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>18</b>	<b>81.3</b>	<b>8</b>	<b>107</b>
<b>DRESDEN</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL DRESDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>
<b>DUSSELDORF</b>	EUROWINGS LUFTVERKEHRS	S	56	0	2	0.0	19.0	13.8	20.7	24.1	19.0	0.0	0.0	0.0	0.0	3.4	33	81.6	10	38
<b>DUSSELDORF</b>	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	63	2
<b>TOTAL DUSSELDORF</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.0</b>	<b>13.8</b>	<b>20.7</b>	<b>24.1</b>	<b>19.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>33</b>	<b>77.5</b>	<b>12</b>	<b>40</b>
<b>FRANKFURT MAIN</b>	LUFTHANSA	S	12	0	0	0.0	0.0	41.7	41.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>FRANKFURT MAIN</b>	RYANAIR	S	52	0	2	1.9	48.1	33.3	7.4	1.9	3.7	0.0	0.0	0.0	0.0	3.7	8	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>39.4</b>	<b>34.8</b>	<b>13.6</b>	<b>4.5</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>MUNICH</b>	LUFTHANSA	S	36	0	0	0.0	36.1	36.1	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL MUNICH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>36.1</b>	<b>36.1</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>264</b>	<b>0</b>	<b>10</b>	<b>2.2</b>	<b>32.5</b>	<b>28.1</b>	<b>15.0</b>	<b>9.5</b>	<b>7.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>19</b>	<b>80.4</b>	<b>9</b>	<b>148</b>
<b>GREECE</b>																				
<b>CHANIA</b>	RYANAIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	33	2

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL CHANIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>33</b>	<b>2</b>		
<b>TOTAL GREECE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>33</b>	<b>2</b>		
<b>HUNGARY</b>																					
<b>BUDAPEST</b>	WIZZ AIR	S	18	0	0	5.6	38.9	27.8	16.7	5.6	0.0	0.0	0.0	5.6	0.0	0.0	58	75.0	18	16	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>75.0</b>	<b>18</b>	<b>16</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>75.0</b>	<b>18</b>	<b>16</b>	
<b>ICELAND</b>																					
<b>KEFLAVIK</b>	ICELANDAIR	S	62	0	2	0.0	34.4	26.6	12.5	12.5	4.7	3.1	3.1	0.0	0.0	3.1	25	80.6	8	62	
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>34.4</b>	<b>26.6</b>	<b>12.5</b>	<b>12.5</b>	<b>4.7</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>25</b>	<b>80.6</b>	<b>8</b>	<b>62</b>	
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>34.4</b>	<b>26.6</b>	<b>12.5</b>	<b>12.5</b>	<b>4.7</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>25</b>	<b>80.6</b>	<b>8</b>	<b>62</b>	
<b>IRISH REPUBLIC</b>																					
<b>CORK</b>	AER LINGUS	S	39	0	5	0.0	38.6	15.9	6.8	13.6	4.5	0.0	9.1	0.0	0.0	11.4	35	81.8	14	44	
<b>TOTAL CORK</b>			<b>39</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>38.6</b>	<b>15.9</b>	<b>6.8</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.4</b>	<b>35</b>	<b>81.8</b>	<b>14</b>	<b>44</b>	
<b>DONEGAL</b>	AER LINGUS	S	16	0	4	5.0	65.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	20.0	21	86.7	4	30	
<b>DONEGAL</b>	LOGANAIR LTD	S	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	
<b>TOTAL DONEGAL</b>			<b>24</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>67.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>14</b>	<b>86.7</b>	<b>4</b>	<b>30</b>		
<b>DUBLIN</b>	AER LINGUS	S	220	0	16	5.9	36.0	30.9	9.7	3.4	3.0	0.0	2.1	2.1	0.0	6.8	25	90.3	5	238	
<b>DUBLIN</b>	RYANAIR	S	176	0	14	11.6	40.5	21.1	9.5	6.8	0.5	1.1	1.1	0.5	0.0	7.4	13	93.0	3	186	
<b>TOTAL DUBLIN</b>			<b>396</b>	<b>0</b>	<b>30</b>	<b>8.5</b>	<b>38.0</b>	<b>26.5</b>	<b>9.6</b>	<b>4.9</b>	<b>1.9</b>	<b>0.5</b>	<b>1.6</b>	<b>1.4</b>	<b>0.0</b>	<b>7.0</b>	<b>20</b>	<b>91.5</b>	<b>4</b>	<b>424</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>459</b>	<b>0</b>	<b>39</b>	<b>7.4</b>	<b>39.8</b>	<b>24.5</b>	<b>8.8</b>	<b>5.4</b>	<b>2.0</b>	<b>0.8</b>	<b>2.2</b>	<b>1.2</b>	<b>0.0</b>	<b>7.8</b>	<b>21</b>	<b>90.4</b>	<b>5</b>	<b>498</b>	
<b>ITALY</b>																					
<b>MILAN (MALPENSA)</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	2	10.7	46.4	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	2	76.9	8	26	
<b>TOTAL MILAN (MALPENSA)</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>46.4</b>	<b>35.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>2</b>	<b>76.9</b>	<b>8</b>	<b>26</b>	
<b>NAPLES</b>	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	2	66.7	24	3	
<b>TOTAL NAPLES</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>2</b>	<b>66.7</b>	<b>24</b>	<b>3</b>	
<b>ROME (FIUMICINO)</b>	JET2.COM LTD	S	21	0	2	17.4	43.5	26.1	0.0	4.3	0.0	0.0	0.0	0.0	0.0	8.7	4	88.9	6	18	
<b>ROME (FIUMICINO)</b>	TRANSAVIA	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0	14	0.0	0	0	
<b>ROME (FIUMICINO)</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0	35	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>25</b>	<b>0</b>	<b>2</b>	<b>14.8</b>	<b>37.0</b>	<b>29.6</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>6</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>TURIN</b>	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0	22	87.5	5	8	
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>22</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>62</b>	<b>0</b>	<b>4</b>	<b>12.1</b>	<b>36.4</b>	<b>33.3</b>	<b>6.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>6</b>	<b>81.8</b>	<b>8</b>	<b>55</b>	
<b>JAMAICA</b>																					
<b>MONTEGO BAY</b>	TUI AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0.0	0	0	
<b>TOTAL MONTEGO BAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL JAMAICA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>JORDAN</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
AQABA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	50	2
<b>TOTAL AQABA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>50</b>	<b>2</b>
<b>TOTAL JORDAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>50</b>	<b>2</b>
LATVIA																				
RIGA	RYANAIR	S	12	0	0	0.0	58.3	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	7	12
<b>TOTAL RIGA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.3</b>	<b>25.0</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>7</b>	<b>12</b>
<b>TOTAL LATVIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.3</b>	<b>25.0</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>7</b>	<b>12</b>
LITHUANIA																				
PALANGA	RYANAIR	S	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	50.0	12	4
<b>TOTAL PALANGA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>50.0</b>	<b>12</b>	<b>4</b>
<b>TOTAL LITHUANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>50.0</b>	<b>12</b>	<b>4</b>
MALTA																				
MALTA	JET2.COM LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	2
<b>TOTAL MALTA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>6</b>	<b>2</b>
<b>TOTAL MALTA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>6</b>	<b>2</b>
NETHERLANDS																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	36	0	4	2.5	15.0	40.0	20.0	0.0	10.0	0.0	2.5	0.0	0.0	10.0	27	50.0	20	38
AMSTERDAM	KLM	S	134	0	16	4.7	40.0	32.0	6.0	3.3	2.7	0.0	0.7	0.0	0.0	10.7	9	87.2	6	188
AMSTERDAM	KLM CITYHOPPER	S	78	0	0	0.0	59.0	37.2	2.6	1.3	0.0	0.0	0.0	0.0	0.0	0.0	3	84.0	12	50
<b>TOTAL AMSTERDAM</b>			<b>248</b>	<b>0</b>	<b>20</b>	<b>3.0</b>	<b>41.8</b>	<b>34.7</b>	<b>7.1</b>	<b>2.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>9</b>	<b>81.5</b>	<b>9</b>	<b>276</b>
MAASTRICHT	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL MAASTRICHT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL NETHERLANDS</b>			<b>248</b>	<b>0</b>	<b>20</b>	<b>3.0</b>	<b>41.8</b>	<b>34.7</b>	<b>7.1</b>	<b>2.2</b>	<b>3.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>9</b>	<b>81.6</b>	<b>9</b>	<b>277</b>
NORWAY																				
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL BERGEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
POLAND																				
BYDGOSZCZ	RYANAIR	S	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	50.0	29	4
<b>TOTAL BYDGOSZCZ</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>50.0</b>	<b>29</b>	<b>4</b>
GDANSK	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	8	16
<b>TOTAL GDANSK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.5</b>	<b>8</b>	<b>16</b>
KATOWICE	WIZZ AIR	S	20	0	0	35.0	30.0	15.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11	75.0	10	16
<b>TOTAL KATOWICE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>35.0</b>	<b>30.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>10</b>	<b>16</b>
KRAKOW	RYANAIR	S	16	0	0	6.3	18.8	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0

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<b>TOTAL KRAKOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	35	12	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.3</b>	<b>35</b>	<b>12</b>	
POZNAN	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	4	
<b>TOTAL POZNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>33</b>	<b>4</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	27	18	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>27</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	2	7.1	42.9	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	4	85.7	7	28	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>42.9</b>	<b>35.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>4</b>	<b>85.7</b>	<b>7</b>	<b>28</b>	
WROCLAW	RYANAIR	S	18	0	0	11.1	22.2	33.3	11.1	5.6	16.7	0.0	0.0	0.0	0.0	0.0	22	94.4	3	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>14.0</b>	<b>29.1</b>	<b>30.2</b>	<b>12.8</b>	<b>5.8</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>13</b>	<b>79.3</b>	<b>14</b>	<b>116</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	24	0	2	0.0	15.4	23.1	7.7	11.5	30.8	0.0	3.8	0.0	0.0	7.7	52	58.3	21	24	
FARO	JET2.COM LTD	S	18	0	2	10.0	45.0	15.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5	88.9	3	18	
<b>TOTAL FARO</b>			<b>42</b>	<b>0</b>	<b>4</b>	<b>4.3</b>	<b>28.3</b>	<b>19.6</b>	<b>13.0</b>	<b>6.5</b>	<b>17.4</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>32</b>	<b>71.4</b>	<b>13</b>	<b>42</b>	
LISBON	RYANAIR	S	18	0	0	0.0	11.1	44.4	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	18	33.3	36	3	
<b>TOTAL LISBON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>33.3</b>	<b>36</b>	<b>3</b>	
<b>TOTAL PORTUGAL</b>			<b>60</b>	<b>0</b>	<b>4</b>	<b>3.1</b>	<b>23.4</b>	<b>26.6</b>	<b>17.2</b>	<b>7.8</b>	<b>14.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>28</b>	<b>68.9</b>	<b>15</b>	<b>45</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	24	8	
FUNCHAL	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>17</b>	<b>16</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>87.5</b>	<b>17</b>	<b>16</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	20	0	2	27.3	22.7	27.3	9.1	4.5	0.0	0.0	0.0	0.0	0.0	9.1	5	70.0	10	20	
BUCHAREST (OTOPENI)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	18	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>27.3</b>	<b>22.7</b>	<b>27.3</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>5</b>	<b>73.7</b>	<b>10</b>	<b>38</b>	
<b>TOTAL ROMANIA</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>27.3</b>	<b>22.7</b>	<b>27.3</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>5</b>	<b>73.7</b>	<b>10</b>	<b>38</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	ADRIA AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL LJUBLJANA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL SLOVENIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>SPAIN</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	46	0	4	12.0	40.0	30.0	6.0	4.0	0.0	0.0	0.0	0.0	0.0	8.0	5	80.4	14	46	
ALICANTE	JET2.COM LTD	S	41	0	2	0.0	41.9	39.5	9.3	4.7	0.0	0.0	0.0	0.0	0.0	4.7	7	89.5	4	38	
ALICANTE	RYANAIR	S	24	0	1	8.0	44.0	28.0	4.0	0.0	12.0	0.0	0.0	0.0	0.0	4.0	14	76.9	20	26	
ALICANTE	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
ALICANTE	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
ALICANTE	TUI AIRWAYS LTD	C	10	0	0	10.0	10.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	32	9	
<b>TOTAL ALICANTE</b>			<b>123</b>	<b>0</b>	<b>7</b>	<b>6.9</b>	<b>39.2</b>	<b>36.9</b>	<b>6.2</b>	<b>3.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>8</b>	<b>81.0</b>	<b>14</b>	<b>121</b>	
BARCELONA	JET2.COM LTD	S	16	0	2	0.0	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	11.1	9	66.7	22	18	
<b>TOTAL BARCELONA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>9</b>	<b>66.7</b>	<b>22</b>	<b>18</b>	
MADRID	RYANAIR	S	34	0	0	0.0	35.3	32.4	11.8	8.8	8.8	0.0	0.0	2.9	0.0	0.0	31	0.0	0	0	
<b>TOTAL MADRID</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>32.4</b>	<b>11.8</b>	<b>8.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	40	0	2	11.9	42.9	31.0	7.1	0.0	2.4	0.0	0.0	0.0	0.0	4.8	5	75.0	14	40	
MALAGA	JET2.COM LTD	S	22	0	0	4.5	50.0	31.8	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	15	26	
MALAGA	RYANAIR	S	34	0	1	5.7	25.7	37.1	11.4	5.7	5.7	5.7	0.0	0.0	0.0	2.9	22	64.7	17	34	
MALAGA	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	44.4	22.2	0.0	0.0	11.1	0.0	11.1	0.0	0.0	102	87.5	7	8	
<b>TOTAL MALAGA</b>			<b>105</b>	<b>0</b>	<b>3</b>	<b>7.4</b>	<b>36.1</b>	<b>34.3</b>	<b>9.3</b>	<b>3.7</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>2.8</b>	<b>19</b>	<b>75.0</b>	<b>15</b>	<b>108</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
PALMA DE MALLORCA	JET2.COM LTD	S	22	0	0	27.3	27.3	22.7	13.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	10	18	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	73	100.0	0	1	
<b>TOTAL PALMA DE MALLORCA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>33.3</b>	<b>26.7</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.0</b>	<b>9</b>	<b>21</b>	
VALENCIA	RYANAIR	S	16	0	2	0.0	50.0	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11.1	3	75.0	6	4	
<b>TOTAL VALENCIA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>3</b>	<b>75.0</b>	<b>6</b>	<b>4</b>	
<b>TOTAL SPAIN</b>			<b>324</b>	<b>0</b>	<b>14</b>	<b>6.8</b>	<b>37.9</b>	<b>34.0</b>	<b>8.6</b>	<b>4.1</b>	<b>2.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>4.1</b>	<b>14</b>	<b>77.6</b>	<b>14</b>	<b>272</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	28	0	2	26.7	16.7	30.0	6.7	6.7	6.7	0.0	0.0	0.0	0.0	6.7	13	73.1	13	26	
ARRECIFE	RYANAIR	S	18	0	0	5.6	16.7	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	50.0	30	16	
ARRECIFE	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	21	28	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	20	0	4	0.0	16.7	33.3	12.5	8.3	12.5	0.0	0.0	0.0	0.0	16.7	25	0.0	0	0	
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	5	10	
<b>TOTAL ARRECIFE</b>			<b>74</b>	<b>0</b>	<b>6</b>	<b>12.5</b>	<b>16.3</b>	<b>31.3</b>	<b>13.8</b>	<b>10.0</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>19</b>	<b>71.3</b>	<b>18</b>	<b>80</b>	
FUERTEVENTURA	JET2.COM LTD	S	17	0	0	17.6	35.3	35.3	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	15	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	14	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	1	5.3	57.9	15.8	10.5	5.3	0.0	0.0	0.0	0.0	0.0	5.3	7	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
FUERTEVENTURA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	40	8
<b>TOTAL FUERTEVENTURA</b>			<b>35</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>47.2</b>	<b>25.0</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>7</b>	<b>72.7</b>	<b>19</b>	<b>44</b>
LAS PALMAS	JET2.COM LTD	S	26	0	2	3.6	17.9	46.4	10.7	10.7	3.6	0.0	0.0	0.0	0.0	7.1	15	84.6	6	26
LAS PALMAS	RYANAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	4	8
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	8
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	3	18
<b>TOTAL LAS PALMAS</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>20.8</b>	<b>50.0</b>	<b>8.3</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>11</b>	<b>88.3</b>	<b>5</b>	<b>60</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	46	0	0	10.9	32.6	32.6	13.0	6.5	4.3	0.0	0.0	0.0	0.0	0.0	11	91.7	8	36
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.5	6	52
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	53	0	2	5.5	34.5	27.3	9.1	5.5	9.1	5.5	0.0	0.0	0.0	3.6	22	0.0	0	0
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	56.3	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	76.9	6	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>115</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>31.6</b>	<b>33.3</b>	<b>11.1</b>	<b>6.0</b>	<b>6.8</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>16</b>	<b>86.0</b>	<b>7</b>	<b>114</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>270</b>	<b>0</b>	<b>11</b>	<b>8.9</b>	<b>27.4</b>	<b>34.5</b>	<b>11.4</b>	<b>7.1</b>	<b>5.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>15</b>	<b>80.5</b>	<b>11</b>	<b>298</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	26	0	0	3.8	30.8	26.9	7.7	7.7	15.4	7.7	0.0	0.0	0.0	0.0	28	75.0	8	24
GENEVA	EASYJET SWITZERLAND	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
GENEVA	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	18
<b>TOTAL GENEVA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>29.6</b>	<b>25.9</b>	<b>7.4</b>	<b>11.1</b>	<b>14.8</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>81.0</b>	<b>6</b>	<b>42</b>
<b>TOTAL SWITZERLAND</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>29.6</b>	<b>25.9</b>	<b>7.4</b>	<b>11.1</b>	<b>14.8</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>81.0</b>	<b>6</b>	<b>42</b>
<b>TURKEY</b>																				
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	2
ANTALYA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	25	10
ANTALYA	THOMAS COOK AIRLINES LTD	S	20	0	0	5.0	20.0	45.0	15.0	5.0	0.0	0.0	10.0	0.0	0.0	0.0	38	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>18.2</b>	<b>45.5</b>	<b>18.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>75.0</b>	<b>21</b>	<b>12</b>
DALAMAN	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
DALAMAN	THOMAS COOK AIRLINES LTD	S	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL DALAMAN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
<b>TOTAL TURKEY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>20.0</b>	<b>48.0</b>	<b>16.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>76.9</b>	<b>21</b>	<b>13</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	120	0	6	4.0	34.1	31.0	14.3	10.3	0.0	1.6	0.0	0.0	0.0	4.8	13	85.5	7	124
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>6</b>	<b>4.0</b>	<b>34.1</b>	<b>31.0</b>	<b>14.3</b>	<b>10.3</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>13</b>	<b>85.5</b>	<b>7</b>	<b>124</b>
DUBAI (WORLD CENTRAL)	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>120</b>	<b>0</b>	<b>6</b>	<b>4.0</b>	<b>34.1</b>	<b>31.0</b>	<b>14.3</b>	<b>10.3</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>13</b>	<b>85.6</b>	<b>7</b>	<b>125</b>
<b>ABERDEEN</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2
<b>ABERDEEN</b>	EASYJET SWITZERLAND	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>50.0</b>	<b>24</b>	<b>2</b>
<b>BARRA</b>	LOGANAIR LTD	S	110	0	9	2.5	21.0	44.5	7.6	8.4	5.0	1.7	1.7	0.0	0.0	7.6	20	66.1	27	115
<b>TOTAL BARRA</b>			<b>110</b>	<b>0</b>	<b>9</b>	<b>2.5</b>	<b>21.0</b>	<b>44.5</b>	<b>7.6</b>	<b>8.4</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>20</b>	<b>66.1</b>	<b>27</b>	<b>115</b>
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	220	0	14	2.1	36.3	32.9	9.0	9.4	3.8	0.4	0.0	0.0	0.0	6.0	12	84.2	8	272
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>220</b>	<b>0</b>	<b>14</b>	<b>2.1</b>	<b>36.3</b>	<b>32.9</b>	<b>9.0</b>	<b>9.4</b>	<b>3.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>12</b>	<b>84.2</b>	<b>8</b>	<b>272</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	178	0	16	2.1	51.5	23.2	5.2	5.7	3.6	0.5	0.0	0.0	0.0	8.2	9	78.1	11	196
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>178</b>	<b>0</b>	<b>16</b>	<b>2.1</b>	<b>51.5</b>	<b>23.2</b>	<b>5.2</b>	<b>5.7</b>	<b>3.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>9</b>	<b>78.1</b>	<b>11</b>	<b>196</b>
<b>BENBECULA</b>	LOGANAIR LTD	S	80	0	5	10.6	49.4	22.4	2.4	2.4	2.4	2.4	2.4	0.0	0.0	5.9	13	75.0	16	80
<b>TOTAL BENBECULA</b>			<b>80</b>	<b>0</b>	<b>5</b>	<b>10.6</b>	<b>49.4</b>	<b>22.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>13</b>	<b>75.0</b>	<b>16</b>	<b>80</b>
<b>BIRMINGHAM</b>	FLYBE LTD	S	316	0	41	3.9	33.6	30.0	5.6	4.2	7.3	3.4	0.6	0.0	0.0	11.5	19	85.3	9	374
<b>BIRMINGHAM</b>	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2
<b>TOTAL BIRMINGHAM</b>			<b>316</b>	<b>0</b>	<b>41</b>	<b>3.9</b>	<b>33.6</b>	<b>30.0</b>	<b>5.6</b>	<b>4.2</b>	<b>7.3</b>	<b>3.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>19</b>	<b>85.4</b>	<b>9</b>	<b>376</b>
<b>BRISTOL</b>	EASYJET AIRLINE COMPANY LTD	S	166	0	24	3.2	37.4	27.9	9.5	5.8	2.6	1.1	0.0	0.0	0.0	12.6	11	82.1	12	196
<b>TOTAL BRISTOL</b>			<b>166</b>	<b>0</b>	<b>24</b>	<b>3.2</b>	<b>37.4</b>	<b>27.9</b>	<b>9.5</b>	<b>5.8</b>	<b>2.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.6</b>	<b>11</b>	<b>82.1</b>	<b>12</b>	<b>196</b>
<b>CAMPBELTOWN</b>	LOGANAIR LTD	S	82	0	6	6.8	40.9	28.4	6.8	5.7	2.3	2.3	0.0	0.0	0.0	6.8	11	88.2	6	68
<b>TOTAL CAMPBELTOWN</b>			<b>82</b>	<b>0</b>	<b>6</b>	<b>6.8</b>	<b>40.9</b>	<b>28.4</b>	<b>6.8</b>	<b>5.7</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>11</b>	<b>88.2</b>	<b>6</b>	<b>68</b>
<b>CARDIFF WALES</b>	FLYBE LTD	S	44	0	4	2.1	43.8	33.3	8.3	2.1	2.1	0.0	0.0	0.0	0.0	8.3	6	93.2	11	44
<b>TOTAL CARDIFF WALES</b>			<b>44</b>	<b>0</b>	<b>4</b>	<b>2.1</b>	<b>43.8</b>	<b>33.3</b>	<b>8.3</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>6</b>	<b>93.2</b>	<b>11</b>	<b>44</b>
<b>CITY OF DERRY (EGLINTON)</b>	RYANAIR	S	42	0	2	4.5	34.1	27.3	11.4	13.6	4.5	0.0	0.0	0.0	0.0	4.5	15	77.3	8	44
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>34.1</b>	<b>27.3</b>	<b>11.4</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>15</b>	<b>77.3</b>	<b>8</b>	<b>44</b>
<b>EAST MIDLANDS INTERNATIONAL</b>	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1
<b>EAST MIDLANDS INTERNATIONAL</b>	FLYBE LTD	S	135	0	11	0.7	40.4	32.2	5.5	6.2	6.8	0.7	0.0	0.0	0.0	7.5	13	84.1	13	176
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>135</b>	<b>0</b>	<b>11</b>	<b>0.7</b>	<b>40.4</b>	<b>32.2</b>	<b>5.5</b>	<b>6.2</b>	<b>6.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>13</b>	<b>83.6</b>	<b>13</b>	<b>177</b>
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1
<b>EDINBURGH</b>	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	2
<b>TOTAL EDINBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>33.3</b>	<b>32</b>	<b>3</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EXETER	FLYBE LTD	S	36	0	6	0.0	33.3	33.3	14.3	4.8	0.0	0.0	0.0	0.0	0.0	14.3	8	80.4	13	46
<b>TOTAL EXETER</b>			<b>36</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>8</b>	<b>80.4</b>	<b>13</b>	<b>46</b>
GATWICK	BA CITYFLYER LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC	S	205	0	15	11.8	57.3	15.5	3.2	2.3	1.8	0.0	0.9	0.5	0.0	6.8	11	88.6	6	220
GATWICK	EASYJET AIRLINE COMPANY LTD	S	170	0	14	4.3	33.2	33.2	8.2	8.2	2.7	0.0	2.2	0.5	0.0	7.6	17	74.7	13	182
<b>TOTAL GATWICK</b>			<b>377</b>	<b>0</b>	<b>29</b>	<b>8.4</b>	<b>46.1</b>	<b>23.9</b>	<b>5.4</b>	<b>4.9</b>	<b>2.2</b>	<b>0.0</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>7.1</b>	<b>14</b>	<b>82.3</b>	<b>9</b>	<b>402</b>
HEATHROW	BRITISH AIRWAYS PLC	S	487	0	33	2.1	46.3	26.9	7.3	6.9	2.9	1.0	0.2	0.0	0.0	6.3	11	86.4	6	545
HEATHROW	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL HEATHROW</b>			<b>488</b>	<b>0</b>	<b>33</b>	<b>2.1</b>	<b>46.3</b>	<b>27.1</b>	<b>7.3</b>	<b>6.9</b>	<b>2.9</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>11</b>	<b>86.4</b>	<b>6</b>	<b>545</b>
INVERNESS	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
<b>TOTAL INVERNESS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
ISLAY	LOGANAIR LTD	S	109	0	4	7.1	46.0	29.2	2.7	6.2	1.8	2.7	0.9	0.0	0.0	3.5	13	69.6	26	115
<b>TOTAL ISLAY</b>			<b>109</b>	<b>0</b>	<b>4</b>	<b>7.1</b>	<b>46.0</b>	<b>29.2</b>	<b>2.7</b>	<b>6.2</b>	<b>1.8</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>13</b>	<b>69.6</b>	<b>26</b>	<b>115</b>
ISLE OF MAN	FLYBE LTD	S	20	0	4	29.2	8.3	16.7	4.2	25.0	0.0	0.0	0.0	0.0	0.0	16.7	19	0.0	0	0
ISLE OF MAN	VANAIR EUROPE AS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	29	16
<b>TOTAL ISLE OF MAN</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>29.2</b>	<b>8.3</b>	<b>16.7</b>	<b>4.2</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>19</b>	<b>68.8</b>	<b>29</b>	<b>16</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	20	0	0	0.0	10.0	45.0	5.0	10.0	25.0	5.0	0.0	0.0	0.0	0.0	35	68.2	25	22
<b>TOTAL JERSEY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>45.0</b>	<b>5.0</b>	<b>10.0</b>	<b>25.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>68.2</b>	<b>25</b>	<b>22</b>
KIRKWALL	LOGANAIR LTD	S	64	0	6	10.0	37.1	38.6	1.4	2.9	1.4	0.0	0.0	0.0	0.0	8.6	5	76.6	13	64
<b>TOTAL KIRKWALL</b>			<b>64</b>	<b>0</b>	<b>6</b>	<b>10.0</b>	<b>37.1</b>	<b>38.6</b>	<b>1.4</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>5</b>	<b>76.6</b>	<b>13</b>	<b>64</b>
LEEDS BRADFORD	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	13	80
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.0</b>	<b>13</b>	<b>80</b>
LONDON CITY	BA CITYFLYER LTD	S	268	0	26	3.7	47.6	24.1	9.5	3.1	3.1	0.0	0.0	0.0	0.0	8.8	8	79.0	12	328
<b>TOTAL LONDON CITY</b>			<b>268</b>	<b>0</b>	<b>26</b>	<b>3.7</b>	<b>47.6</b>	<b>24.1</b>	<b>9.5</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>8</b>	<b>79.0</b>	<b>12</b>	<b>328</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	130	0	12	2.8	38.7	27.5	9.9	9.9	0.7	2.1	0.0	0.0	0.0	8.5	13	75.5	13	143
LUTON	WIZZ AIR	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LUTON</b>			<b>132</b>	<b>0</b>	<b>12</b>	<b>3.5</b>	<b>38.9</b>	<b>27.1</b>	<b>9.7</b>	<b>9.7</b>	<b>0.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>13</b>	<b>75.5</b>	<b>13</b>	<b>143</b>
MANCHESTER	FLYBE LTD	S	136	0	17	4.6	49.0	20.3	2.6	8.5	3.3	0.7	0.0	0.0	0.0	11.1	10	0.0	0	0
MANCHESTER	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.0	11	155
<b>TOTAL MANCHESTER</b>			<b>136</b>	<b>0</b>	<b>17</b>	<b>4.6</b>	<b>49.0</b>	<b>20.3</b>	<b>2.6</b>	<b>8.5</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>10</b>	<b>89.0</b>	<b>11</b>	<b>155</b>
SOUTHAMPTON	FLYBE LTD	S	212	0	19	3.5	42.0	33.3	4.8	3.0	3.0	0.4	1.7	0.0	0.0	8.2	12	89.6	5	268
<b>TOTAL SOUTHAMPTON</b>			<b>212</b>	<b>0</b>	<b>19</b>	<b>3.5</b>	<b>42.0</b>	<b>33.3</b>	<b>4.8</b>	<b>3.0</b>	<b>3.0</b>	<b>0.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>12</b>	<b>89.6</b>	<b>5</b>	<b>268</b>
SOUTHEND	FLYBE LTD	S	74	2	4	1.3	30.0	28.8	12.5	3.8	7.5	0.0	6.3	2.5	2.5	5.0	62	0.0	0	0
<b>TOTAL SOUTHEND</b>			<b>74</b>	<b>2</b>	<b>4</b>	<b>1.3</b>	<b>30.0</b>	<b>28.8</b>	<b>12.5</b>	<b>3.8</b>	<b>7.5</b>	<b>0.0</b>	<b>6.3</b>	<b>2.5</b>	<b>2.5</b>	<b>5.0</b>	<b>62</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
STANSTED	EASYJET AIRLINE COMPANY LTD	S	147	0	15	2.5	37.7	31.5	8.6	7.4	1.9	0.0	1.2	0.0	0.0	9.3	13	77.3	12	163
STANSTED	RYANAIR	S	34	0	2	0.0	13.9	33.3	22.2	13.9	8.3	0.0	2.8	0.0	0.0	5.6	30	86.4	7	162
STANSTED	TITAN AIRWAYS LTD	C	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL STANSTED</b>			<b>184</b>	<b>0</b>	<b>17</b>	<b>2.5</b>	<b>33.3</b>	<b>31.8</b>	<b>10.9</b>	<b>8.5</b>	<b>3.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>16</b>	<b>81.8</b>	<b>10</b>	<b>325</b>
STORNOWAY	FLYBE LTD	S	0	0	17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
STORNOWAY	LOGANAIR LTD	S	195	1	11	13.5	37.2	21.7	4.8	5.8	4.8	5.8	0.5	0.0	0.5	5.3	20	82.1	14	201
<b>TOTAL STORNOWAY</b>			<b>195</b>	<b>1</b>	<b>28</b>	<b>12.5</b>	<b>34.4</b>	<b>20.1</b>	<b>4.5</b>	<b>5.4</b>	<b>4.5</b>	<b>5.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>12.5</b>	<b>20</b>	<b>82.1</b>	<b>14</b>	<b>201</b>
SUMBURGH	LOGANAIR LTD	S	70	0	3	11.0	46.6	17.8	6.8	1.4	8.2	4.1	0.0	0.0	0.0	4.1	17	74.7	22	95
<b>TOTAL SUMBURGH</b>			<b>70</b>	<b>0</b>	<b>3</b>	<b>11.0</b>	<b>46.6</b>	<b>17.8</b>	<b>6.8</b>	<b>1.4</b>	<b>8.2</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>17</b>	<b>74.7</b>	<b>22</b>	<b>95</b>
TIREE	LOGANAIR LTD	S	104	3	12	10.1	34.5	20.2	9.2	5.0	7.6	0.8	0.0	0.0	2.5	10.1	14	78.2	17	110
<b>TOTAL TIREE</b>			<b>104</b>	<b>3</b>	<b>12</b>	<b>10.1</b>	<b>34.5</b>	<b>20.2</b>	<b>9.2</b>	<b>5.0</b>	<b>7.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>10.1</b>	<b>14</b>	<b>78.2</b>	<b>17</b>	<b>110</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3863</b>	<b>6</b>	<b>352</b>	<b>4.8</b>	<b>40.5</b>	<b>27.6</b>	<b>6.9</b>	<b>5.9</b>	<b>3.8</b>	<b>1.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.1</b>	<b>8.3</b>	<b>14</b>	<b>81.9</b>	<b>11</b>	<b>4492</b>
<b>USA</b>																				
NEW YORK (NEWARK)	UNITED AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.5	22	54
<b>TOTAL NEW YORK (NEWARK)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.5</b>	<b>22</b>	<b>54</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	4	0	0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	20	9
<b>TOTAL ORLANDO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>20</b>	<b>9</b>
<b>TOTAL USA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>68.3</b>	<b>22</b>	<b>63</b>
<b>TOTAL GLASGOW</b>			<b>6140</b>	<b>6</b>	<b>477</b>	<b>5.2</b>	<b>38.3</b>	<b>28.7</b>	<b>8.3</b>	<b>6.2</b>	<b>3.9</b>	<b>1.1</b>	<b>0.8</b>	<b>0.2</b>	<b>0.1</b>	<b>7.2</b>	<b>16</b>	<b>81.7</b>	<b>11</b>	<b>6806</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late								
<b>ALGERIA</b>																					
ALGIERS	AIR ALGERIE	S	42	0	0	2.4	26.2	28.6	16.7	23.8	2.4	0.0	0.0	0.0	0.0	0.0	18	64.3	17	42	
<b>TOTAL ALGIERS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>26.2</b>	<b>28.6</b>	<b>16.7</b>	<b>23.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>64.3</b>	<b>17</b>	<b>42</b>	
<b>TOTAL ALGERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>26.2</b>	<b>28.6</b>	<b>16.7</b>	<b>23.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>64.3</b>	<b>17</b>	<b>42</b>	
<b>ANGOLA</b>																					
LUANDA	BRITISH AIRWAYS PLC	S	18	0	0	16.7	27.8	27.8	16.7	5.6	0.0	5.6	0.0	0.0	0.0	0.0	16	88.9	5	18	
<b>TOTAL LUANDA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL ANGOLA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	63	0	0	14.3	23.8	34.9	11.1	9.5	3.2	3.2	0.0	0.0	0.0	0.0	16	88.7	6	62	
<b>TOTAL BUENOS AIRES</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>23.8</b>	<b>34.9</b>	<b>11.1</b>	<b>9.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.7</b>	<b>6</b>	<b>62</b>	
<b>TOTAL ARGENTINA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>23.8</b>	<b>34.9</b>	<b>11.1</b>	<b>9.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.7</b>	<b>6</b>	<b>62</b>	
<b>AUSTRALIA</b>																					
MELBOURNE	QANTAS	S	60	0	0	5.0	25.0	41.7	16.7	6.7	5.0	0.0	0.0	0.0	0.0	0.0	12	79.2	25	53	
<b>TOTAL MELBOURNE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>41.7</b>	<b>16.7</b>	<b>6.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.2</b>	<b>25</b>	<b>53</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	62	0	0	3.2	29.0	45.2	6.5	9.7	3.2	3.2	0.0	0.0	0.0	0.0	15	84.1	12	63	
SYDNEY	QANTAS	S	62	0	0	4.8	41.9	29.0	9.7	8.1	1.6	0.0	3.2	1.6	0.0	0.0	25	91.8	35	61	
<b>TOTAL SYDNEY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>35.5</b>	<b>37.1</b>	<b>8.1</b>	<b>8.9</b>	<b>2.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.9</b>	<b>23</b>	<b>124</b>	
<b>TOTAL AUSTRALIA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>32.1</b>	<b>38.6</b>	<b>10.9</b>	<b>8.2</b>	<b>3.3</b>	<b>1.1</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.3</b>	<b>24</b>	<b>177</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	BRITISH AIRWAYS PLC	S	56	0	0	7.1	39.3	33.9	8.9	5.4	1.8	3.6	0.0	0.0	0.0	0.0	14	100.0	1	32	
<b>TOTAL INNSBRUCK</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>33.9</b>	<b>8.9</b>	<b>5.4</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>1</b>	<b>32</b>	
SALZBURG	BRITISH AIRWAYS PLC	S	32	0	0	3.1	15.6	43.8	15.6	18.8	3.1	0.0	0.0	0.0	0.0	0.0	16	85.7	4	14	
SALZBURG	EUROWINGS LUFTVERKEHRS	S	16	0	2	5.6	22.2	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5	0.0	0	0	
<b>TOTAL SALZBURG</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>18.0</b>	<b>46.0</b>	<b>14.0</b>	<b>12.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>12</b>	<b>85.7</b>	<b>4</b>	<b>14</b>	
VIENNA	AUSTRIAN AIRLINES	S	192	0	6	0.5	20.7	44.4	19.2	8.1	2.5	1.0	0.5	0.0	0.0	3.0	16	79.8	9	198	
VIENNA	BRITISH AIRWAYS PLC	S	290	0	8	13.1	35.9	32.6	6.7	5.0	2.3	1.7	0.0	0.0	0.0	2.7	10	89.8	5	246	
<b>TOTAL VIENNA</b>			<b>482</b>	<b>0</b>	<b>14</b>	<b>8.1</b>	<b>29.8</b>	<b>37.3</b>	<b>11.7</b>	<b>6.3</b>	<b>2.4</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>12</b>	<b>85.4</b>	<b>7</b>	<b>444</b>	
<b>TOTAL AUSTRIA</b>			<b>586</b>	<b>0</b>	<b>16</b>	<b>7.6</b>	<b>29.7</b>	<b>37.7</b>	<b>11.6</b>	<b>6.6</b>	<b>2.3</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>12</b>	<b>86.3</b>	<b>7</b>	<b>490</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	38	0	0	5.3	23.7	44.7	18.4	7.9	0.0	0.0	0.0	0.0	0.0	0.0	11	86.4	6	44	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>23.7</b>	<b>44.7</b>	<b>18.4</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.4</b>	<b>6</b>	<b>44</b>	
<b>TOTAL AZERBAIJAN</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>23.7</b>	<b>44.7</b>	<b>18.4</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>86.4</b>	<b>6</b>	<b>44</b>	
<b>BAHRAIN</b>																					
BAHRAIN	BRITISH AIRWAYS PLC	S	62	0	0	19.4	38.7	27.4	11.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	91.9	8	62	
BAHRAIN	GULF AIR	S	122	0	2	3.2	43.5	34.7	8.1	7.3	0.8	0.8	0.0	0.0	0.0	1.6	9	76.0	21	121	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL BAHRAIN</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>41.9</b>	<b>32.3</b>	<b>9.1</b>	<b>5.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>81.4</b>	<b>16</b>	<b>183</b>	
<b>TOTAL BAHRAIN BANGLADESH</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>41.9</b>	<b>32.3</b>	<b>9.1</b>	<b>5.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>81.4</b>	<b>16</b>	<b>183</b>	
<b>DHAKHA</b>	BIMAN BANGLADESH AIRLINES	S	36	0	0	0.0	2.8	13.9	22.2	38.9	16.7	2.8	0.0	2.8	0.0	0.0	78	9.4	78	32	
<b>TOTAL DHAKHA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>13.9</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>78</b>	<b>9.4</b>	<b>78</b>	<b>32</b>	
<b>TOTAL BANGLADESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>13.9</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>78</b>	<b>9.4</b>	<b>78</b>	<b>32</b>	
<b>BARBADOS</b>																					
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL BRIDGETOWN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BARBADOS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BELGIUM</b>																					
<b>BRUSSELS</b>	BRITISH AIRWAYS PLC	S	308	0	16	5.6	39.5	31.8	9.6	4.0	3.7	0.6	0.3	0.0	0.0	4.9	11	90.5	5	336	
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	170	0	6	1.1	15.3	38.6	24.4	9.1	5.7	1.7	0.6	0.0	0.0	3.4	21	81.9	10	177	
<b>TOTAL BRUSSELS</b>			<b>478</b>	<b>0</b>	<b>22</b>	<b>4.0</b>	<b>31.0</b>	<b>34.2</b>	<b>14.8</b>	<b>5.8</b>	<b>4.4</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>15</b>	<b>87.5</b>	<b>7</b>	<b>513</b>	
<b>TOTAL BELGIUM</b>			<b>478</b>	<b>0</b>	<b>22</b>	<b>4.0</b>	<b>31.0</b>	<b>34.2</b>	<b>14.8</b>	<b>5.8</b>	<b>4.4</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>15</b>	<b>87.5</b>	<b>7</b>	<b>513</b>	
<b>BRAZIL</b>																					
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	50	0	0	8.0	28.0	42.0	6.0	10.0	6.0	0.0	0.0	0.0	0.0	0.0	13	58.5	16	41	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>28.0</b>	<b>42.0</b>	<b>6.0</b>	<b>10.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>58.5</b>	<b>16</b>	<b>41</b>	
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	63	0	0	19.0	20.6	36.5	11.1	7.9	1.6	3.2	0.0	0.0	0.0	0.0	14	95.2	4	62	
<b>SAO PAULO (GUARULHOS)</b>	TAM LINHAS AEREAS	S	63	0	0	14.3	39.7	23.8	7.9	9.5	1.6	1.6	0.0	1.6	0.0	0.0	33	80.3	7	61	
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>30.2</b>	<b>30.2</b>	<b>9.5</b>	<b>8.7</b>	<b>1.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>87.8</b>	<b>6</b>	<b>123</b>	
<b>TOTAL BRAZIL</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>29.5</b>	<b>33.5</b>	<b>8.5</b>	<b>9.1</b>	<b>2.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>80.5</b>	<b>8</b>	<b>164</b>	
<b>BRUNEI</b>																					
<b>BANDAR SERI BEGAWAN</b>	ROYAL BRUNEI AIRLINES	S	62	0	1	1.6	41.3	34.9	7.9	4.8	3.2	0.0	1.6	3.2	0.0	1.6	34	80.6	10	62	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>41.3</b>	<b>34.9</b>	<b>7.9</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>34</b>	<b>80.6</b>	<b>10</b>	<b>62</b>	
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>41.3</b>	<b>34.9</b>	<b>7.9</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>34</b>	<b>80.6</b>	<b>10</b>	<b>62</b>	
<b>BULGARIA</b>																					
<b>SOFIA</b>	BRITISH AIRWAYS PLC	S	68	0	0	14.7	30.9	38.2	8.8	2.9	2.9	1.5	0.0	0.0	0.0	0.0	10	95.2	5	62	
<b>SOFIA</b>	BULGARIA AIR	S	42	0	0	0.0	23.8	33.3	19.0	21.4	2.4	0.0	0.0	0.0	0.0	0.0	18	77.3	11	44	
<b>TOTAL SOFIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>28.2</b>	<b>36.4</b>	<b>12.7</b>	<b>10.0</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.7</b>	<b>7</b>	<b>106</b>	
<b>TOTAL BULGARIA</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>28.2</b>	<b>36.4</b>	<b>12.7</b>	<b>10.0</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.7</b>	<b>7</b>	<b>106</b>	
<b>CANADA</b>																					
<b>CALGARY</b>	AIR CANADA	S	62	0	0	4.8	19.4	45.2	16.1	11.3	1.6	1.6	0.0	0.0	0.0	0.0	15	85.5	8	62	
<b>CALGARY</b>	BRITISH AIRWAYS PLC	S	62	0	0	16.1	21.0	33.9	19.4	4.8	3.2	0.0	0.0	1.6	0.0	0.0	18	83.9	14	62	
<b>TOTAL CALGARY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>20.2</b>	<b>39.5</b>	<b>17.7</b>	<b>8.1</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>84.7</b>	<b>11</b>	<b>124</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
HALIFAX INT	AIR CANADA	S	34	0	0	0.0	32.4	35.3	8.8	11.8	11.8	0.0	0.0	0.0	0.0	18	65.6	26	32		
<b>TOTAL HALIFAX INT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>35.3</b>	<b>8.8</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.6</b>	<b>26</b>	<b>32</b>		
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	8.1	30.6	33.9	16.1	9.7	1.6	0.0	0.0	0.0	0.0	11	71.7	19	60		
MONTREAL (DORVAL)	BRITISH AIRWAYS PLC	S	62	0	0	8.1	24.2	43.5	8.1	11.3	3.2	1.6	0.0	0.0	0.0	14	75.4	57	61		
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>27.4</b>	<b>38.7</b>	<b>12.1</b>	<b>10.5</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.6</b>	<b>38</b>	<b>121</b>		
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	0.0	22.6	48.4	16.1	11.3	1.6	0.0	0.0	0.0	0.0	14	78.0	20	59		
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>48.4</b>	<b>16.1</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.0</b>	<b>20</b>	<b>59</b>		
ST JOHNS	AIR CANADA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.6	25	23		
<b>TOTAL ST JOHNS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>69.6</b>	<b>25</b>	<b>23</b>		
TORONTO	AIR CANADA	S	246	0	3	3.2	16.9	36.1	18.9	16.1	5.6	1.6	0.4	0.0	1.2	21	73.9	14	238		
TORONTO	BRITISH AIRWAYS PLC	S	124	0	0	4.0	29.0	42.7	12.1	6.5	4.0	1.6	0.0	0.0	0.0	15	77.9	15	122		
<b>TOTAL TORONTO</b>			<b>370</b>	<b>0</b>	<b>3</b>	<b>3.5</b>	<b>20.9</b>	<b>38.3</b>	<b>16.6</b>	<b>12.9</b>	<b>5.1</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>75.3</b>	<b>14</b>	<b>360</b>		
VANCOUVER	AIR CANADA	S	62	0	0	3.2	30.6	43.5	16.1	4.8	1.6	0.0	0.0	0.0	0.0	10	87.1	7	62		
VANCOUVER	BRITISH AIRWAYS PLC	S	62	0	0	6.5	19.4	37.1	9.7	11.3	12.9	3.2	0.0	0.0	0.0	26	62.9	21	62		
<b>TOTAL VANCOUVER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>25.0</b>	<b>40.3</b>	<b>12.9</b>	<b>8.1</b>	<b>7.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>14</b>	<b>124</b>		
<b>TOTAL CANADA</b>			<b>838</b>	<b>0</b>	<b>3</b>	<b>5.0</b>	<b>22.9</b>	<b>39.5</b>	<b>15.2</b>	<b>10.9</b>	<b>4.6</b>	<b>1.0</b>	<b>0.4</b>	<b>0.1</b>	<b>0.4</b>	<b>17</b>	<b>76.0</b>	<b>18</b>	<b>843</b>		
<b>CAYMAN ISLANDS</b>																					
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	36	0	0	22.2	25.0	38.9	11.1	2.8	0.0	0.0	0.0	0.0	0.0	7	91.7	5	36		
<b>TOTAL GRAND CAYMAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>25.0</b>	<b>38.9</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.7</b>	<b>5</b>	<b>36</b>		
<b>TOTAL CAYMAN ISLANDS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>25.0</b>	<b>38.9</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.7</b>	<b>5</b>	<b>36</b>		
<b>CHILE</b>																					
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	36	0	0	16.7	30.6	38.9	8.3	0.0	5.6	0.0	0.0	0.0	0.0	8	88.2	4	34		
<b>TOTAL SANTIAGO DE CHILE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>30.6</b>	<b>38.9</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>4</b>	<b>34</b>		
<b>TOTAL CHILE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>30.6</b>	<b>38.9</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>4</b>	<b>34</b>		
<b>CHINA</b>																					
BEIJING	AIR CHINA	S	122	0	2	4.0	37.9	16.1	19.4	16.1	4.8	0.0	0.0	0.0	1.6	17	68.5	21	124		
BEIJING	BRITISH AIRWAYS PLC	S	56	0	0	14.3	28.6	26.8	21.4	5.4	3.6	0.0	0.0	0.0	0.0	12	79.0	10	62		
<b>TOTAL BEIJING</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>7.2</b>	<b>35.0</b>	<b>19.4</b>	<b>20.0</b>	<b>12.8</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>15</b>	<b>72.0</b>	<b>17</b>	<b>186</b>		
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HAINAN AIRLINES	S	8	0	0	12.5	37.5	12.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	32	0.0	0	0		
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	78	0	0	30.8	42.3	14.1	3.8	6.4	2.6	0.0	0.0	0.0	0.0	7	91.9	3	62		
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>42.3</b>	<b>14.1</b>	<b>3.8</b>	<b>6.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.9</b>	<b>3</b>	<b>62</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
QINGDAO	BEIJING CAPITAL AIRLINES	S	18	0	0	44.4	38.9	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL QINGDAO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	85	0	0	14.1	22.4	28.2	14.1	9.4	5.9	4.7	1.2	0.0	0.0	0.0	23	71.6	14	88	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	54	0	0	1.9	29.6	27.8	16.7	16.7	5.6	1.9	0.0	0.0	0.0	0.0	19	71.7	17	60	
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	2	19.6	30.4	26.8	7.1	10.7	1.8	0.0	0.0	0.0	0.0	3.6	10	92.6	4	54	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>193</b>	<b>0</b>	<b>2</b>	<b>12.3</b>	<b>26.7</b>	<b>27.7</b>	<b>12.8</b>	<b>11.8</b>	<b>4.6</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>77.2</b>	<b>12</b>	<b>202</b>	
<b>TOTAL CHINA</b>			<b>475</b>	<b>0</b>	<b>4</b>	<b>14.6</b>	<b>33.0</b>	<b>21.5</b>	<b>13.6</b>	<b>10.9</b>	<b>4.2</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>77.1</b>	<b>13</b>	<b>450</b>	
<b>COLOMBIA</b>																					
BOGOTA	AVIANCA COLOMBIA	S	62	0	0	30.6	43.5	9.7	8.1	1.6	3.2	0.0	0.0	3.2	0.0	0.0	33	95.2	2	62	
<b>TOTAL BOGOTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>43.5</b>	<b>9.7</b>	<b>8.1</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>95.2</b>	<b>2</b>	<b>62</b>	
<b>TOTAL COLOMBIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>43.5</b>	<b>9.7</b>	<b>8.1</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>95.2</b>	<b>2</b>	<b>62</b>	
<b>CROATIA</b>																					
SPLIT	CROATIA AIRLINES	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL SPLIT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ZAGREB	BRITISH AIRWAYS PLC	S	54	0	0	9.3	35.2	37.0	14.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	11	86.0	7	50	
ZAGREB	CROATIA AIRLINES	S	34	0	0	0.0	14.7	32.4	29.4	11.8	5.9	5.9	0.0	0.0	0.0	0.0	30	75.0	13	80	
<b>TOTAL ZAGREB</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>27.3</b>	<b>35.2</b>	<b>20.5</b>	<b>4.5</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.2</b>	<b>11</b>	<b>130</b>	
<b>TOTAL CROATIA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>26.7</b>	<b>36.7</b>	<b>20.0</b>	<b>4.4</b>	<b>2.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.2</b>	<b>11</b>	<b>130</b>	
<b>CYPRUS</b>																					
LARNACA	AEGEAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.6	9	62	
LARNACA	BRITISH AIRWAYS PLC	S	76	0	0	5.3	21.1	38.2	23.7	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	77.0	11	74	
LARNACA	COBALT	S	10	0	0	0.0	10.0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>19.8</b>	<b>39.5</b>	<b>22.1</b>	<b>12.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>10</b>	<b>136</b>	
<b>TOTAL CYPRUS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>19.8</b>	<b>39.5</b>	<b>22.1</b>	<b>12.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>10</b>	<b>136</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BRITISH AIRWAYS PLC	S	248	0	2	10.4	39.2	32.4	6.4	7.6	1.6	1.2	0.4	0.0	0.0	0.8	10	90.8	5	250	
<b>TOTAL PRAGUE</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>39.2</b>	<b>32.4</b>	<b>6.4</b>	<b>7.6</b>	<b>1.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>90.8</b>	<b>5</b>	<b>250</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>39.2</b>	<b>32.4</b>	<b>6.4</b>	<b>7.6</b>	<b>1.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>90.8</b>	<b>5</b>	<b>250</b>	
<b>DENMARK</b>																					
BILLUND	BRITISH AIRWAYS PLC	S	86	0	0	11.6	46.5	29.1	8.1	4.7	0.0	0.0	0.0	0.0	0.0	0.0	6	83.7	7	98	
<b>TOTAL BILLUND</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>46.5</b>	<b>29.1</b>	<b>8.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.7</b>	<b>7</b>	<b>98</b>	
COPENHAGEN	BRITISH AIRWAYS PLC	S	338	0	12	9.4	39.4	32.9	6.3	5.1	3.4	0.0	0.0	0.0	0.0	3.4	8	91.9	4	357	
COPENHAGEN	SAS	S	132	0	4	2.9	44.1	29.4	14.0	5.1	0.0	1.5	0.0	0.0	0.0	2.9	9	91.1	4	348	
COPENHAGEN	SCANDINAVIAN AIRLINES IRELAND LTD	S	199	0	0	1.5	37.2	38.7	14.1	4.0	4.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
<b>TOTAL COPENHAGEN</b>			<b>669</b>	<b>0</b>	<b>16</b>	<b>5.8</b>	<b>39.7</b>	<b>33.9</b>	<b>10.1</b>	<b>4.8</b>	<b>3.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>9</b>	<b>91.5</b>	<b>4</b>	<b>705</b>	
<b>TOTAL DENMARK</b>			<b>755</b>	<b>0</b>	<b>16</b>	<b>6.5</b>	<b>40.5</b>	<b>33.3</b>	<b>9.9</b>	<b>4.8</b>	<b>2.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>9</b>	<b>90.5</b>	<b>4</b>	<b>803</b>	
<b>EGYPT</b>																					
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	4.8	21.0	37.1	25.8	9.7	0.0	0.0	1.6	0.0	0.0	0.0	17	79.0	15	62	
CAIRO	EGYPT AIR	S	123	0	2	7.2	27.2	44.0	11.2	4.8	2.4	1.6	0.0	0.0	0.0	1.6	11	76.6	11	124	
<b>TOTAL CAIRO</b>			<b>185</b>	<b>0</b>	<b>2</b>	<b>6.4</b>	<b>25.1</b>	<b>41.7</b>	<b>16.0</b>	<b>6.4</b>	<b>1.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>77.4</b>	<b>12</b>	<b>186</b>	
LUXOR	EGYPT AIR	S	8	0	0	12.5	37.5	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	17	50.0	25	8	
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>25</b>	<b>8</b>	
<b>TOTAL EGYPT</b>			<b>193</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>25.6</b>	<b>40.5</b>	<b>15.9</b>	<b>6.7</b>	<b>2.1</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>76.3</b>	<b>13</b>	<b>194</b>	
<b>ESTONIA</b>																					
TALLIN	BRITISH AIRWAYS PLC	S	18	0	0	5.6	22.2	44.4	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	100.0	4	2	
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
<b>ETHIOPIA</b>																					
ADDIS ABABA	ETHIOPIAN AIRLINES	S	63	0	0	15.9	20.6	36.5	11.1	9.5	4.8	0.0	1.6	0.0	0.0	0.0	18	75.8	9	62	
<b>TOTAL ADDIS ABABA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>20.6</b>	<b>36.5</b>	<b>11.1</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.8</b>	<b>9</b>	<b>62</b>	
<b>TOTAL ETHIOPIA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>20.6</b>	<b>36.5</b>	<b>11.1</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.8</b>	<b>9</b>	<b>62</b>	
<b>FINLAND</b>																					
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	11.3	42.7	29.0	8.1	5.6	1.6	1.6	0.0	0.0	0.0	0.0	9	91.1	5	124	
HELSINKI	FINNAIR	S	301	0	8	1.3	34.0	41.7	9.4	9.1	1.6	0.3	0.0	0.0	0.0	2.6	10	77.3	10	308	
<b>TOTAL HELSINKI</b>			<b>425</b>	<b>0</b>	<b>8</b>	<b>4.2</b>	<b>36.5</b>	<b>38.1</b>	<b>9.0</b>	<b>8.1</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>10</b>	<b>81.3</b>	<b>9</b>	<b>432</b>	
<b>TOTAL FINLAND</b>			<b>425</b>	<b>0</b>	<b>8</b>	<b>4.2</b>	<b>36.5</b>	<b>38.1</b>	<b>9.0</b>	<b>8.1</b>	<b>1.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>10</b>	<b>81.3</b>	<b>9</b>	<b>432</b>	
<b>FRANCE</b>																					
GRENOBLE	BRITISH AIRWAYS PLC	C	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	93.8	6	16	
GRENOBLE	BRITISH AIRWAYS PLC	S	10	0	0	10.0	20.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>33.3</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
LYON	BRITISH AIRWAYS PLC	S	178	0	6	5.4	40.2	34.8	9.8	4.9	1.1	0.5	0.0	0.0	0.0	3.3	8	90.4	4	178	
<b>TOTAL LYON</b>			<b>178</b>	<b>0</b>	<b>6</b>	<b>5.4</b>	<b>40.2</b>	<b>34.8</b>	<b>9.8</b>	<b>4.9</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>8</b>	<b>90.4</b>	<b>4</b>	<b>178</b>	
MARSEILLE	BRITISH AIRWAYS PLC	S	166	0	10	10.2	36.9	31.3	9.1	2.8	3.4	0.0	0.6	0.0	0.0	5.7	10	89.6	4	164	
<b>TOTAL MARSEILLE</b>			<b>166</b>	<b>0</b>	<b>10</b>	<b>10.2</b>	<b>36.9</b>	<b>31.3</b>	<b>9.1</b>	<b>2.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>10</b>	<b>89.6</b>	<b>4</b>	<b>164</b>	
NANTES	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL NANTES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
NICE	BRITISH AIRWAYS PLC	S	307	0	18	8.3	30.8	36.6	8.3	5.8	3.7	0.3	0.3	0.3	0.0	5.5	14	88.9	7	332	
<b>TOTAL NICE</b>			<b>307</b>	<b>0</b>	<b>18</b>	<b>8.3</b>	<b>30.8</b>	<b>36.6</b>	<b>8.3</b>	<b>5.8</b>	<b>3.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>5.5</b>	<b>14</b>	<b>88.9</b>	<b>7</b>	<b>332</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	384	0	22	2.5	29.6	41.1	10.1	6.4	3.9	0.2	0.7	0.0	0.0	5.4	13	81.6	8	414	
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	430	0	28	9.4	30.1	33.8	11.6	5.9	2.8	0.2	0.0	0.0	0.0	6.1	10	90.6	5	372	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>814</b>	<b>0</b>	<b>50</b>	<b>6.1</b>	<b>29.9</b>	<b>37.3</b>	<b>10.9</b>	<b>6.1</b>	<b>3.4</b>	<b>0.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>12</b>	<b>85.9</b>	<b>6</b>	<b>786</b>
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.3	6	224
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>89.3</b>	<b>6</b>	<b>224</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	176	0	10	9.7	37.6	29.6	7.5	8.1	2.2	0.0	0.0	0.0	0.0	5.4	9	87.9	6	174
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>176</b>	<b>0</b>	<b>10</b>	<b>9.7</b>	<b>37.6</b>	<b>29.6</b>	<b>7.5</b>	<b>8.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>9</b>	<b>87.9</b>	<b>6</b>	<b>174</b>
<b>TOTAL FRANCE</b>			<b>1659</b>	<b>0</b>	<b>94</b>	<b>7.2</b>	<b>32.6</b>	<b>35.4</b>	<b>9.9</b>	<b>5.9</b>	<b>3.0</b>	<b>0.2</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>5.4</b>	<b>11</b>	<b>87.8</b>	<b>6</b>	<b>1876</b>
<b>GERMANY</b>																				
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	427	0	16	6.1	35.9	35.9	9.3	6.5	2.5	0.0	0.0	0.2	0.0	3.6	12	85.1	6	350
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	146	0	4	7.3	36.0	32.0	9.3	6.7	4.7	1.3	0.0	0.0	0.0	2.7	13	0.0	0	0
BERLIN (TEGEL)	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.4	8	154
<b>TOTAL BERLIN (TEGEL)</b>			<b>573</b>	<b>0</b>	<b>20</b>	<b>6.4</b>	<b>35.9</b>	<b>34.9</b>	<b>9.3</b>	<b>6.6</b>	<b>3.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>3.4</b>	<b>12</b>	<b>84.9</b>	<b>7</b>	<b>504</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	152	0	8	4.4	35.0	30.6	10.0	8.8	5.6	0.6	0.0	0.0	0.0	5.0	15	0.0	0	0
COLOGNE BONN	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	6	162
<b>TOTAL COLOGNE BONN</b>			<b>152</b>	<b>0</b>	<b>8</b>	<b>4.4</b>	<b>35.0</b>	<b>30.6</b>	<b>10.0</b>	<b>8.8</b>	<b>5.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>15</b>	<b>86.4</b>	<b>6</b>	<b>162</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	342	0	22	12.9	39.6	28.0	5.8	4.9	1.9	0.8	0.0	0.0	0.0	6.0	9	89.5	5	334
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	228	0	12	4.2	30.8	31.3	13.8	8.8	4.6	1.3	0.4	0.0	0.0	5.0	16	75.8	12	178
DUSSELDORF	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.5	6	62
<b>TOTAL DUSSELDORF</b>			<b>570</b>	<b>0</b>	<b>34</b>	<b>9.4</b>	<b>36.1</b>	<b>29.3</b>	<b>8.9</b>	<b>6.5</b>	<b>3.0</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>12</b>	<b>84.8</b>	<b>7</b>	<b>574</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	378	0	22	5.8	38.3	35.3	7.3	5.3	2.8	0.0	0.0	0.0	0.0	5.5	9	87.9	6	356
FRANKFURT MAIN	LUFTHANSA	S	682	0	30	2.8	28.5	33.8	16.7	9.1	3.8	0.6	0.3	0.1	0.0	4.2	17	86.9	6	739
FRANKFURT MAIN	UNITED AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>1061</b>	<b>0</b>	<b>52</b>	<b>3.9</b>	<b>32.0</b>	<b>34.4</b>	<b>13.3</b>	<b>7.7</b>	<b>3.4</b>	<b>0.4</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>4.7</b>	<b>14</b>	<b>87.2</b>	<b>6</b>	<b>1095</b>
HAMBURG	BRITISH AIRWAYS PLC	S	287	0	12	9.0	39.5	33.1	6.7	4.7	2.7	0.3	0.0	0.0	0.0	4.0	9	91.2	5	296
HAMBURG	EUROWINGS LUFTVERKEHRS	S	162	0	6	1.8	26.8	32.1	16.7	10.1	8.3	0.0	0.6	0.0	0.0	3.6	19	76.7	8	150
HAMBURG	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	23	20
<b>TOTAL HAMBURG</b>			<b>449</b>	<b>0</b>	<b>18</b>	<b>6.4</b>	<b>34.9</b>	<b>32.8</b>	<b>10.3</b>	<b>6.6</b>	<b>4.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>12</b>	<b>85.2</b>	<b>7</b>	<b>466</b>
HANOVER	BRITISH AIRWAYS PLC	S	166	0	2	20.2	42.3	27.4	3.6	2.4	2.4	0.6	0.0	0.0	0.0	1.2	6	93.7	4	174
<b>TOTAL HANOVER</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>20.2</b>	<b>42.3</b>	<b>27.4</b>	<b>3.6</b>	<b>2.4</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>6</b>	<b>93.7</b>	<b>4</b>	<b>174</b>
MUNICH	BRITISH AIRWAYS PLC	S	431	0	22	6.8	35.1	34.9	9.7	6.2	2.0	0.4	0.0	0.0	0.0	4.9	9	90.1	5	414
MUNICH	LUFTHANSA	S	458	0	27	4.3	28.9	36.1	14.8	6.2	3.7	0.2	0.0	0.2	0.0	5.6	14	78.9	8	484
<b>TOTAL MUNICH</b>			<b>889</b>	<b>0</b>	<b>49</b>	<b>5.5</b>	<b>31.9</b>	<b>35.5</b>	<b>12.4</b>	<b>6.2</b>	<b>2.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>5.2</b>	<b>12</b>	<b>84.1</b>	<b>7</b>	<b>898</b>
STUTT GART	BRITISH AIRWAYS PLC	S	118	0	4	11.5	45.9	29.5	4.1	5.7	0.0	0.0	0.0	0.0	0.0	3.3	5	91.9	3	124
STUTT GART	EUROWINGS LUFTVERKEHRS	S	154	0	4	8.9	39.9	28.5	10.1	7.0	1.9	1.3	0.0	0.0	0.0	2.5	11	72.2	17	54
STUTT GART	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.6	5	108
<b>TOTAL STUTT GART</b>			<b>272</b>	<b>0</b>	<b>8</b>	<b>10.0</b>	<b>42.5</b>	<b>28.9</b>	<b>7.5</b>	<b>6.4</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>9</b>	<b>88.5</b>	<b>7</b>	<b>286</b>
<b>TOTAL GERMANY</b>			<b>4132</b>	<b>0</b>	<b>191</b>	<b>6.7</b>	<b>34.6</b>	<b>33.1</b>	<b>10.7</b>	<b>6.7</b>	<b>3.2</b>	<b>0.5</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>4.4</b>	<b>12</b>	<b>86.0</b>	<b>6</b>	<b>4159</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 1 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>GHANA</b>																					
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	6.5	16.1	22.6	19.4	14.5	9.7	6.5	4.8	0.0	0.0	0.0	38	59.7	18	62	
<b>TOTAL ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>16.1</b>	<b>22.6</b>	<b>19.4</b>	<b>14.5</b>	<b>9.7</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>59.7</b>	<b>18</b>	<b>62</b>	
<b>TOTAL GHANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>16.1</b>	<b>22.6</b>	<b>19.4</b>	<b>14.5</b>	<b>9.7</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>59.7</b>	<b>18</b>	<b>62</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	73	0	0	5.5	19.2	39.7	17.8	8.2	5.5	0.0	4.1	0.0	0.0	0.0	23	86.4	11	81	
<b>TOTAL GIBRALTAR</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>19.2</b>	<b>39.7</b>	<b>17.8</b>	<b>8.2</b>	<b>5.5</b>	<b>0.0</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>86.4</b>	<b>11</b>	<b>81</b>	
<b>TOTAL GIBRALTAR</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>19.2</b>	<b>39.7</b>	<b>17.8</b>	<b>8.2</b>	<b>5.5</b>	<b>0.0</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>86.4</b>	<b>11</b>	<b>81</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	163	0	2	9.7	39.4	35.2	8.5	5.5	0.0	0.6	0.0	0.0	0.0	1.2	7	89.6	5	164	
ATHENS	BRITISH AIRWAYS PLC	S	186	0	1	9.6	27.3	45.5	5.9	8.0	3.2	0.0	0.0	0.0	0.0	0.5	10	80.0	11	200	
<b>TOTAL ATHENS</b>			<b>349</b>	<b>0</b>	<b>3</b>	<b>9.7</b>	<b>33.0</b>	<b>40.6</b>	<b>7.1</b>	<b>6.8</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>84.3</b>	<b>8</b>	<b>364</b>	
<b>TOTAL GREECE</b>			<b>349</b>	<b>0</b>	<b>3</b>	<b>9.7</b>	<b>33.0</b>	<b>40.6</b>	<b>7.1</b>	<b>6.8</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>84.3</b>	<b>8</b>	<b>364</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	125	0	0	0.8	22.4	44.8	20.0	4.0	4.0	2.4	1.6	0.0	0.0	0.0	20	89.5	5	124	
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	306	0	4	7.4	37.1	25.2	15.8	12.3	1.0	0.0	0.0	0.0	0.0	1.3	11	82.6	7	298	
HONG KONG (CHEK LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	57	0	0	0.0	56.1	24.6	10.5	5.3	3.5	0.0	0.0	0.0	0.0	0.0	9	94.8	3	58	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>488</b>	<b>0</b>	<b>4</b>	<b>4.9</b>	<b>35.6</b>	<b>30.1</b>	<b>16.3</b>	<b>9.3</b>	<b>2.0</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>85.8</b>	<b>6</b>	<b>480</b>	
<b>TOTAL HONG KONG</b>			<b>488</b>	<b>0</b>	<b>4</b>	<b>4.9</b>	<b>35.6</b>	<b>30.1</b>	<b>16.3</b>	<b>9.3</b>	<b>2.0</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>85.8</b>	<b>6</b>	<b>480</b>	
<b>HUNGARY</b>																					
BUDAPEST	BRITISH AIRWAYS PLC	S	190	0	2	10.4	39.6	26.6	8.9	10.9	2.1	0.5	0.0	0.0	0.0	1.0	11	84.3	6	178	
<b>TOTAL BUDAPEST</b>			<b>190</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>39.6</b>	<b>26.6</b>	<b>8.9</b>	<b>10.9</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11</b>	<b>84.3</b>	<b>6</b>	<b>178</b>	
<b>TOTAL HUNGARY</b>			<b>190</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>39.6</b>	<b>26.6</b>	<b>8.9</b>	<b>10.9</b>	<b>2.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11</b>	<b>84.3</b>	<b>6</b>	<b>178</b>	
<b>ICELAND</b>																					
KEFLAVIK	BRITISH AIRWAYS PLC	S	108	0	0	7.4	38.9	32.4	9.3	8.3	2.8	0.9	0.0	0.0	0.0	0.0	10	96.3	3	54	
KEFLAVIK	ICELANDAIR	S	122	0	2	4.0	25.0	37.1	18.5	6.5	4.0	1.6	1.6	0.0	0.0	1.6	19	83.1	9	124	
<b>TOTAL KEFLAVIK</b>			<b>230</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>31.5</b>	<b>34.9</b>	<b>14.2</b>	<b>7.3</b>	<b>3.4</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>87.1</b>	<b>8</b>	<b>178</b>	
<b>TOTAL ICELAND</b>			<b>230</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>31.5</b>	<b>34.9</b>	<b>14.2</b>	<b>7.3</b>	<b>3.4</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>87.1</b>	<b>8</b>	<b>178</b>	
<b>INDIA</b>																					
AHMEDABAD	AIR INDIA	S	35	0	0	31.4	22.9	14.3	2.9	11.4	11.4	2.9	2.9	0.0	0.0	0.0	28	74.3	28	35	
<b>TOTAL AHMEDABAD</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>31.4</b>	<b>22.9</b>	<b>14.3</b>	<b>2.9</b>	<b>11.4</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>74.3</b>	<b>28</b>	<b>35</b>	
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	0	12.9	16.1	29.0	21.0	9.7	6.5	4.8	0.0	0.0	0.0	0.0	22	82.3	15	62	
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>16.1</b>	<b>29.0</b>	<b>21.0</b>	<b>9.7</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>82.3</b>	<b>15</b>	<b>62</b>	
CHENNAI	BRITISH AIRWAYS PLC	S	62	0	0	14.5	11.3	17.7	12.9	14.5	24.2	4.8	0.0	0.0	0.0	0.0	39	79.0	9	62	
<b>TOTAL CHENNAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>11.3</b>	<b>17.7</b>	<b>12.9</b>	<b>14.5</b>	<b>24.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>79.0</b>	<b>9</b>	<b>62</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DELHI	AIR INDIA	S	124	0	2	15.9	43.7	27.0	4.8	7.1	0.0	0.0	0.0	0.0	0.0	1.6	5	79.0	10	124
DELHI	BRITISH AIRWAYS PLC	S	124	0	0	13.7	16.9	46.8	8.9	9.7	3.2	0.8	0.0	0.0	0.0	0.0	12	86.3	7	124
DELHI	JET AIRWAYS	S	62	0	0	0.0	41.9	19.4	19.4	16.1	3.2	0.0	0.0	0.0	0.0	0.0	15	46.8	29	62
DELHI	UNITED AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	0	3.3	45.9	21.3	9.8	9.8	4.9	3.3	1.6	0.0	0.0	0.0	22	79.0	8	62
<b>TOTAL DELHI</b>			<b>372</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>34.8</b>	<b>31.6</b>	<b>9.4</b>	<b>9.9</b>	<b>2.4</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>76.1</b>	<b>12</b>	<b>372</b>
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	62	0	0	12.9	12.9	30.6	24.2	9.7	6.5	3.2	0.0	0.0	0.0	0.0	21	83.9	7	62
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>12.9</b>	<b>30.6</b>	<b>24.2</b>	<b>9.7</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.9</b>	<b>7</b>	<b>62</b>
MUMBAI	AIR INDIA	S	62	0	0	9.7	24.2	25.8	17.7	12.9	9.7	0.0	0.0	0.0	0.0	0.0	18	46.8	28	62
MUMBAI	BRITISH AIRWAYS PLC	S	108	0	0	5.6	22.2	41.7	13.0	6.5	7.4	2.8	0.9	0.0	0.0	0.0	20	87.1	6	124
MUMBAI	JET AIRWAYS	S	184	0	2	8.6	43.0	24.7	11.3	8.6	2.7	0.0	0.0	0.0	0.0	1.1	9	83.1	11	124
<b>TOTAL MUMBAI</b>			<b>354</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>33.4</b>	<b>30.1</b>	<b>12.9</b>	<b>8.7</b>	<b>5.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>77.4</b>	<b>12</b>	<b>310</b>
<b>TOTAL INDIA</b>			<b>947</b>	<b>0</b>	<b>4</b>	<b>10.8</b>	<b>29.7</b>	<b>29.2</b>	<b>12.4</b>	<b>9.8</b>	<b>5.8</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>16</b>	<b>77.6</b>	<b>12</b>	<b>903</b>
<b>INDONESIA</b>																				
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	28	0	0	3.6	7.1	32.1	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	21	70.8	10	24
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>7.1</b>	<b>32.1</b>	<b>28.6</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>70.8</b>	<b>10</b>	<b>24</b>
<b>TOTAL INDONESIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>7.1</b>	<b>32.1</b>	<b>28.6</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>70.8</b>	<b>10</b>	<b>24</b>
<b>IRAN</b>																				
TEHRAN IMAM KHOMEINI	BRITISH AIRWAYS PLC	S	45	0	0	0.0	35.6	31.1	15.6	6.7	6.7	4.4	0.0	0.0	0.0	0.0	20	63.9	18	61
TEHRAN IMAM KHOMEINI	IRAN AIR	S	26	0	0	0.0	30.8	34.6	15.4	11.5	3.8	0.0	3.8	0.0	0.0	0.0	21	61.5	41	26
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.8</b>	<b>32.4</b>	<b>15.5</b>	<b>8.5</b>	<b>5.6</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>63.2</b>	<b>24</b>	<b>87</b>
<b>TOTAL IRAN</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.8</b>	<b>32.4</b>	<b>15.5</b>	<b>8.5</b>	<b>5.6</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>63.2</b>	<b>24</b>	<b>87</b>
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	233	0	19	15.9	49.6	15.9	4.4	2.4	3.2	0.4	0.8	0.0	0.0	7.5	8	91.8	3	245
<b>TOTAL CORK</b>			<b>233</b>	<b>0</b>	<b>19</b>	<b>15.9</b>	<b>49.6</b>	<b>15.9</b>	<b>4.4</b>	<b>2.4</b>	<b>3.2</b>	<b>0.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>8</b>	<b>91.8</b>	<b>3</b>	<b>245</b>
DUBLIN	AER LINGUS	S	673	0	52	9.5	47.3	21.1	5.8	3.9	2.6	1.7	1.0	0.0	0.0	7.2	12	88.9	5	692
DUBLIN	BRITISH AIRWAYS PLC	S	425	0	46	5.9	34.2	28.0	10.2	6.2	3.4	1.1	1.3	0.0	0.0	9.8	15	83.7	8	442
<b>TOTAL DUBLIN</b>			<b>1098</b>	<b>0</b>	<b>98</b>	<b>8.1</b>	<b>42.1</b>	<b>23.8</b>	<b>7.5</b>	<b>4.8</b>	<b>2.9</b>	<b>1.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>13</b>	<b>86.9</b>	<b>6</b>	<b>1134</b>
SHANNON	AER LINGUS	S	165	0	11	17.0	40.9	19.3	3.4	6.8	4.5	1.1	0.6	0.0	0.0	6.3	13	91.0	4	178
<b>TOTAL SHANNON</b>			<b>165</b>	<b>0</b>	<b>11</b>	<b>17.0</b>	<b>40.9</b>	<b>19.3</b>	<b>3.4</b>	<b>6.8</b>	<b>4.5</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>13</b>	<b>91.0</b>	<b>4</b>	<b>178</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1496</b>	<b>0</b>	<b>128</b>	<b>10.3</b>	<b>43.2</b>	<b>22.1</b>	<b>6.6</b>	<b>4.6</b>	<b>3.1</b>	<b>1.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.9</b>	<b>12</b>	<b>88.1</b>	<b>5</b>	<b>1557</b>
<b>ISRAEL</b>																				
TEL AVIV	BRITISH AIRWAYS PLC	S	134	0	0	4.5	25.4	43.3	11.9	9.7	3.0	0.7	1.5	0.0	0.0	0.0	16	77.9	13	131
TEL AVIV	EL AL	S	94	0	2	10.4	18.8	31.3	12.5	16.7	2.1	3.1	2.1	1.0	0.0	2.1	31	67.7	17	99

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Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL TEL AVIV</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>7.0</b>	<b>22.6</b>	<b>38.3</b>	<b>12.2</b>	<b>12.6</b>	<b>2.6</b>	<b>1.7</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>22</b>	<b>73.5</b>	<b>15</b>	<b>230</b>	
<b>TOTAL ISRAEL</b>			<b>228</b>	<b>0</b>	<b>2</b>	<b>7.0</b>	<b>22.6</b>	<b>38.3</b>	<b>12.2</b>	<b>12.6</b>	<b>2.6</b>	<b>1.7</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>22</b>	<b>73.5</b>	<b>15</b>	<b>230</b>	
<b>ITALY</b>																					
<b>BOLOGNA</b>	BRITISH AIRWAYS PLC	S	178	0	6	13.0	31.5	30.4	8.2	8.2	3.8	1.1	0.5	0.0	0.0	3.3	15	87.6	5	186	
<b>TOTAL BOLOGNA</b>			<b>178</b>	<b>0</b>	<b>6</b>	<b>13.0</b>	<b>31.5</b>	<b>30.4</b>	<b>8.2</b>	<b>8.2</b>	<b>3.8</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>15</b>	<b>87.6</b>	<b>5</b>	<b>186</b>	
<b>MILAN (LINATE)</b>	ALITALIA (CAI)	S	122	0	2	4.8	41.9	35.5	8.9	6.5	0.0	0.8	0.0	0.0	0.0	1.6	8	89.2	5	120	
<b>MILAN (LINATE)</b>	BRITISH AIRWAYS PLC	S	392	0	18	9.3	34.9	34.4	9.8	4.4	1.2	1.5	0.2	0.0	0.0	4.4	10	86.2	6	390	
<b>TOTAL MILAN (LINATE)</b>			<b>514</b>	<b>0</b>	<b>20</b>	<b>8.2</b>	<b>36.5</b>	<b>34.6</b>	<b>9.6</b>	<b>4.9</b>	<b>0.9</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>10</b>	<b>86.9</b>	<b>6</b>	<b>510</b>	
<b>MILAN (MALPENSA)</b>	BRITISH AIRWAYS PLC	S	128	0	8	2.9	30.1	39.0	14.0	4.4	0.7	2.9	0.0	0.0	0.0	5.9	13	86.0	6	179	
<b>TOTAL MILAN (MALPENSA)</b>			<b>128</b>	<b>0</b>	<b>8</b>	<b>2.9</b>	<b>30.1</b>	<b>39.0</b>	<b>14.0</b>	<b>4.4</b>	<b>0.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>13</b>	<b>86.0</b>	<b>6</b>	<b>179</b>	
<b>PALERMO</b>	BRITISH AIRWAYS PLC	S	20	0	0	5.0	15.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	19	6	
<b>TOTAL PALERMO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>15.0</b>	<b>50.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>19</b>	<b>6</b>	
<b>PISA</b>	BRITISH AIRWAYS PLC	S	68	0	2	5.7	25.7	44.3	14.3	1.4	2.9	0.0	2.9	0.0	0.0	2.9	15	90.6	5	64	
<b>TOTAL PISA</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>25.7</b>	<b>44.3</b>	<b>14.3</b>	<b>1.4</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>15</b>	<b>90.6</b>	<b>5</b>	<b>64</b>	
<b>ROME (FIUMICINO)</b>	ALITALIA (CAI)	S	198	0	2	13.0	33.5	35.0	9.5	6.0	2.0	0.0	0.0	0.0	0.0	1.0	8	86.9	8	183	
<b>ROME (FIUMICINO)</b>	BRITISH AIRWAYS PLC	S	359	0	11	7.6	23.8	38.6	12.4	9.5	3.2	1.4	0.5	0.0	0.0	3.0	15	82.6	9	310	
<b>TOTAL ROME (FIUMICINO)</b>			<b>557</b>	<b>0</b>	<b>13</b>	<b>9.5</b>	<b>27.2</b>	<b>37.4</b>	<b>11.4</b>	<b>8.2</b>	<b>2.8</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>13</b>	<b>84.2</b>	<b>9</b>	<b>493</b>	
<b>TURIN</b>	BRITISH AIRWAYS PLC	S	14	0	0	0.0	28.6	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL TURIN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>VENICE</b>	BRITISH AIRWAYS PLC	S	134	0	0	5.2	31.3	38.1	12.7	5.2	6.0	0.7	0.7	0.0	0.0	0.0	15	89.8	5	128	
<b>TOTAL VENICE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>31.3</b>	<b>38.1</b>	<b>12.7</b>	<b>5.2</b>	<b>6.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>89.8</b>	<b>5</b>	<b>128</b>	
<b>TOTAL ITALY</b>			<b>1613</b>	<b>0</b>	<b>49</b>	<b>8.3</b>	<b>31.0</b>	<b>36.4</b>	<b>11.0</b>	<b>6.4</b>	<b>2.3</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>12</b>	<b>86.3</b>	<b>7</b>	<b>1566</b>	
<b>JAPAN</b>																					
<b>TOKYO (HANEDA)</b>	ALL NIPPON AIRWAYS	S	62	0	0	14.5	30.6	43.5	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	6	62	
<b>TOKYO (HANEDA)</b>	BRITISH AIRWAYS PLC	S	62	0	0	16.1	27.4	35.5	14.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	79.0	9	62	
<b>TOKYO (HANEDA)</b>	JAPAN AIRLINES	S	124	0	0	12.1	39.5	37.9	6.5	3.2	0.8	0.0	0.0	0.0	0.0	0.0	5	98.4	3	62	
<b>TOTAL TOKYO (HANEDA)</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>34.3</b>	<b>38.7</b>	<b>9.7</b>	<b>3.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.2</b>	<b>6</b>	<b>186</b>	
<b>TOKYO (NARITA)</b>	AEROFLOT	S	17	0	1	5.6	38.9	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	4	87.5	8	16	
<b>TOKYO (NARITA)</b>	BRITISH AIRWAYS PLC	S	62	0	0	16.1	25.8	33.9	12.9	8.1	3.2	0.0	0.0	0.0	0.0	0.0	12	87.1	8	62	
<b>TOTAL TOKYO (NARITA)</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>13.8</b>	<b>28.8</b>	<b>37.5</b>	<b>10.0</b>	<b>6.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>87.2</b>	<b>8</b>	<b>78</b>	
<b>TOTAL JAPAN</b>			<b>327</b>	<b>0</b>	<b>1</b>	<b>13.7</b>	<b>32.9</b>	<b>38.4</b>	<b>9.8</b>	<b>4.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>7</b>	<b>87.9</b>	<b>7</b>	<b>264</b>	
<b>JORDAN</b>																					
<b>AMMAN</b>	BRITISH AIRWAYS PLC	S	56	0	0	12.5	12.5	44.6	14.3	14.3	1.8	0.0	0.0	0.0	0.0	0.0	13	85.2	9	61	
<b>AMMAN</b>	ROYAL JORDANIAN	S	62	0	0	4.8	25.8	54.8	4.8	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	70.3	12	64	
<b>TOTAL AMMAN</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>19.5</b>	<b>50.0</b>	<b>9.3</b>	<b>11.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.6</b>	<b>11</b>	<b>125</b>	
<b>TOTAL JORDAN</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>19.5</b>	<b>50.0</b>	<b>9.3</b>	<b>11.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.6</b>	<b>11</b>	<b>125</b>	
<b>KAZAKHSTAN</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ASTANA	AIR ASTANA	S	44	0	0	6.8	54.5	31.8	4.5	2.3	0.0	0.0	0.0	0.0	0.0	0.0	4	85.3	6	34	
<b>TOTAL ASTANA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>54.5</b>	<b>31.8</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.3</b>	<b>6</b>	<b>34</b>	
<b>TOTAL KAZAKHSTAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>54.5</b>	<b>31.8</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.3</b>	<b>6</b>	<b>34</b>	
<b>KENYA</b>																					
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	1.6	19.4	46.8	17.7	9.7	4.8	0.0	0.0	0.0	0.0	0.0	15	83.9	13	62	
NAIROBI	KENYA AIRWAYS	S	62	0	0	0.0	14.5	53.2	12.9	12.9	1.6	3.2	1.6	0.0	0.0	0.0	20	64.5	18	62	
<b>TOTAL NAIROBI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>16.9</b>	<b>50.0</b>	<b>15.3</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>74.2</b>	<b>15</b>	<b>124</b>	
<b>TOTAL KENYA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>16.9</b>	<b>50.0</b>	<b>15.3</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>74.2</b>	<b>15</b>	<b>124</b>	
<b>KUWAIT</b>																					
KUWAIT	BRITISH AIRWAYS PLC	S	63	0	0	17.5	19.0	30.2	12.7	4.8	6.3	6.3	3.2	0.0	0.0	0.0	28	74.2	13	62	
KUWAIT	KUWAIT AIRWAYS	S	89	0	2	2.2	24.2	26.4	13.2	23.1	8.8	0.0	0.0	0.0	0.0	2.2	22	76.7	17	90	
<b>TOTAL KUWAIT</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>8.4</b>	<b>22.1</b>	<b>27.9</b>	<b>13.0</b>	<b>15.6</b>	<b>7.8</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>25</b>	<b>75.7</b>	<b>15</b>	<b>152</b>	
<b>TOTAL KUWAIT</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>8.4</b>	<b>22.1</b>	<b>27.9</b>	<b>13.0</b>	<b>15.6</b>	<b>7.8</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>25</b>	<b>75.7</b>	<b>15</b>	<b>152</b>	
<b>LEBANON</b>																					
BEIRUT	BRITISH AIRWAYS PLC	S	54	0	0	16.7	22.2	35.2	14.8	7.4	1.9	0.0	1.9	0.0	0.0	0.0	13	77.4	10	62	
BEIRUT	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	122	0	2	7.3	34.7	31.5	16.9	6.5	1.6	0.0	0.0	0.0	0.0	1.6	10	74.2	10	124	
<b>TOTAL BEIRUT</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>30.9</b>	<b>32.6</b>	<b>16.3</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>75.3</b>	<b>10</b>	<b>186</b>	
<b>TOTAL LEBANON</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>30.9</b>	<b>32.6</b>	<b>16.3</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>75.3</b>	<b>10</b>	<b>186</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	BRITISH AIRWAYS PLC	S	120	0	2	13.1	43.4	25.4	8.2	6.6	1.6	0.0	0.0	0.0	0.0	1.6	7	94.2	2	120	
<b>TOTAL LUXEMBOURG</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>13.1</b>	<b>43.4</b>	<b>25.4</b>	<b>8.2</b>	<b>6.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>94.2</b>	<b>2</b>	<b>120</b>	
<b>TOTAL LUXEMBOURG</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>13.1</b>	<b>43.4</b>	<b>25.4</b>	<b>8.2</b>	<b>6.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>94.2</b>	<b>2</b>	<b>120</b>	
<b>MALAYSIA</b>																					
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	62	0	0	4.8	29.0	50.0	14.5	0.0	0.0	0.0	1.6	0.0	0.0	0.0	11	82.3	9	62	
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MAS	S	122	0	2	5.6	29.8	32.3	16.1	6.5	5.6	0.0	0.0	2.4	0.0	1.6	27	61.4	35	114	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>29.6</b>	<b>38.2</b>	<b>15.6</b>	<b>4.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>68.8</b>	<b>26</b>	<b>176</b>	
<b>TOTAL MALAYSIA</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>29.6</b>	<b>38.2</b>	<b>15.6</b>	<b>4.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>68.8</b>	<b>26</b>	<b>176</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	124	0	2	3.2	19.8	31.7	19.0	18.3	4.8	1.6	0.0	0.0	0.0	1.6	22	74.6	10	126	
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>19.8</b>	<b>31.7</b>	<b>19.0</b>	<b>18.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>74.6</b>	<b>10</b>	<b>126</b>	
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>19.8</b>	<b>31.7</b>	<b>19.0</b>	<b>18.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>74.6</b>	<b>10</b>	<b>126</b>	
<b>MAURITIUS</b>																					
MAURITIUS	AIR MAURITIUS LTD	S	30	0	0	0.0	23.3	33.3	13.3	20.0	10.0	0.0	0.0	0.0	0.0	0.0	19	50.0	183	26	
<b>TOTAL MAURITIUS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.3</b>	<b>33.3</b>	<b>13.3</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.0</b>	<b>183</b>	<b>26</b>	
<b>TOTAL MAURITIUS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.3</b>	<b>33.3</b>	<b>13.3</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.0</b>	<b>183</b>	<b>26</b>	

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ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>MEXICO</b>																					
MEXICO CITY	AEROMEXICO	S	61	0	0	6.6	50.8	21.3	13.1	3.3	1.6	1.6	1.6	0.0	0.0	0.0	15	78.8	12	52	
MEXICO CITY	BRITISH AIRWAYS PLC	S	48	0	0	8.3	22.9	33.3	12.5	14.6	6.3	2.1	0.0	0.0	0.0	0.0	19	70.2	39	47	
<b>TOTAL MEXICO CITY</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>38.5</b>	<b>26.6</b>	<b>12.8</b>	<b>8.3</b>	<b>3.7</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>74.7</b>	<b>25</b>	<b>99</b>	
<b>TOTAL MEXICO</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>38.5</b>	<b>26.6</b>	<b>12.8</b>	<b>8.3</b>	<b>3.7</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>74.7</b>	<b>25</b>	<b>99</b>	
<b>MOROCCO</b>																					
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	62	0	0	12.9	33.9	33.9	8.1	11.3	0.0	0.0	0.0	0.0	0.0	0.0	9	74.3	11	70	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>33.9</b>	<b>33.9</b>	<b>8.1</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>74.3</b>	<b>11</b>	<b>70</b>	
RABAT	ROYAL AIR MAROC	S	18	0	0	16.7	44.4	27.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	100.0	4	2	
<b>TOTAL RABAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>44.4</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>4</b>	<b>2</b>	
<b>TOTAL MOROCCO</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>36.3</b>	<b>32.5</b>	<b>6.3</b>	<b>8.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.0</b>	<b>11</b>	<b>72</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	498	0	22	6.5	31.3	36.5	9.2	7.9	3.3	1.0	0.0	0.0	0.0	4.2	12	84.0	8	501	
AMSTERDAM	KLM	S	592	0	36	7.6	36.8	31.7	9.1	6.4	2.5	0.2	0.0	0.0	0.0	5.7	9	83.3	8	623	
<b>TOTAL AMSTERDAM</b>			<b>1090</b>	<b>0</b>	<b>58</b>	<b>7.1</b>	<b>34.3</b>	<b>33.9</b>	<b>9.1</b>	<b>7.1</b>	<b>2.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>11</b>	<b>83.6</b>	<b>8</b>	<b>1124</b>	
<b>TOTAL NETHERLANDS</b>			<b>1090</b>	<b>0</b>	<b>58</b>	<b>7.1</b>	<b>34.3</b>	<b>33.9</b>	<b>9.1</b>	<b>7.1</b>	<b>2.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>11</b>	<b>83.6</b>	<b>8</b>	<b>1124</b>	
<b>NEW ZEALAND</b>																					
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	6.5	19.4	45.2	14.5	11.3	1.6	1.6	0.0	0.0	0.0	0.0	14	80.6	9	62	
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>19.4</b>	<b>45.2</b>	<b>14.5</b>	<b>11.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.6</b>	<b>9</b>	<b>62</b>	
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>19.4</b>	<b>45.2</b>	<b>14.5</b>	<b>11.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.6</b>	<b>9</b>	<b>62</b>	
<b>NIGERIA</b>																					
ABUJA	BRITISH AIRWAYS PLC	S	63	0	0	12.7	34.9	33.3	4.8	9.5	4.8	0.0	0.0	0.0	0.0	0.0	10	76.9	13	13	
<b>TOTAL ABUJA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>34.9</b>	<b>33.3</b>	<b>4.8</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.9</b>	<b>13</b>	<b>13</b>	
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	4.8	32.3	24.2	17.7	14.5	6.5	0.0	0.0	0.0	0.0	0.0	17	69.4	15	62	
LAGOS	VIRGIN ATLANTIC AIRWAYS LTD	S	63	0	0	27.0	38.1	14.3	4.8	9.5	3.2	3.2	0.0	0.0	0.0	0.0	14	87.0	9	54	
<b>TOTAL LAGOS</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>16.0</b>	<b>35.2</b>	<b>19.2</b>	<b>11.2</b>	<b>12.0</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.6</b>	<b>12</b>	<b>116</b>	
<b>TOTAL NIGERIA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>35.1</b>	<b>23.9</b>	<b>9.0</b>	<b>11.2</b>	<b>4.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.5</b>	<b>12</b>	<b>129</b>	
<b>NORWAY</b>																					
BERGEN	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	5	62	
<b>TOTAL BERGEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>90.3</b>	<b>5</b>	<b>62</b>	
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	225	0	8	9.9	42.5	32.6	7.7	1.7	0.9	0.9	0.0	0.4	0.0	3.4	11	90.0	7	240	
OSLO (GARDERMOEN)	SAS	S	242	0	12	4.3	38.6	31.9	11.8	7.9	0.8	0.0	0.0	0.0	0.0	4.7	9	84.2	7	285	
OSLO (GARDERMOEN)	SCANDINAVIAN AIRLINES IRELAND LTD	S	25	0	0	0.0	56.0	32.0	4.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>492</b>	<b>0</b>	<b>20</b>	<b>6.6</b>	<b>41.2</b>	<b>32.2</b>	<b>9.6</b>	<b>4.7</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>3.9</b>	<b>10</b>	<b>86.9</b>	<b>7</b>	<b>525</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
STAVANGER	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.2	3	62
STAVANGER	SAS	S	86	0	6	5.4	53.3	22.8	6.5	3.3	2.2	0.0	0.0	0.0	0.0	6.5	7	97.1	3	104
<b>TOTAL STAVANGER</b>			<b>86</b>	<b>0</b>	<b>6</b>	<b>5.4</b>	<b>53.3</b>	<b>22.8</b>	<b>6.5</b>	<b>3.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>7</b>	<b>96.4</b>	<b>3</b>	<b>166</b>
<b>TOTAL NORWAY</b>			<b>578</b>	<b>0</b>	<b>26</b>	<b>6.5</b>	<b>43.0</b>	<b>30.8</b>	<b>9.1</b>	<b>4.5</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>4.3</b>	<b>9</b>	<b>89.2</b>	<b>6</b>	<b>753</b>
<b>OMAN</b>																				
MUSCAT	BRITISH AIRWAYS PLC	S	46	0	0	0.0	23.9	34.8	19.6	10.9	10.9	0.0	0.0	0.0	0.0	0.0	22	67.4	46	43
MUSCAT	OMAN AIR	S	124	0	0	0.0	21.0	28.2	17.7	21.8	8.1	2.4	0.8	0.0	0.0	0.0	28	79.8	9	124
<b>TOTAL MUSCAT</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.8</b>	<b>30.0</b>	<b>18.2</b>	<b>18.8</b>	<b>8.8</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>76.6</b>	<b>19</b>	<b>167</b>
<b>TOTAL OMAN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.8</b>	<b>30.0</b>	<b>18.2</b>	<b>18.8</b>	<b>8.8</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>76.6</b>	<b>19</b>	<b>167</b>
<b>PAKISTAN</b>																				
ISLAMABAD	PAKISTAN INTL AIRLINES	S	44	0	0	0.0	18.2	31.8	18.2	11.4	15.9	0.0	4.5	0.0	0.0	0.0	33	53.8	33	39
<b>TOTAL ISLAMABAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.2</b>	<b>31.8</b>	<b>18.2</b>	<b>11.4</b>	<b>15.9</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>53.8</b>	<b>33</b>	<b>39</b>
KARACHI	PAKISTAN INTL AIRLINES	S	16	0	0	0.0	12.5	31.3	25.0	18.8	6.3	6.3	0.0	0.0	0.0	0.0	27	64.3	28	14
<b>TOTAL KARACHI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>64.3</b>	<b>28</b>	<b>14</b>
LAHORE	PAKISTAN INTL AIRLINES	S	28	0	0	0.0	14.3	35.7	17.9	28.6	0.0	3.6	0.0	0.0	0.0	0.0	23	80.0	14	35
<b>TOTAL LAHORE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>35.7</b>	<b>17.9</b>	<b>28.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>80.0</b>	<b>14</b>	<b>35</b>
<b>TOTAL PAKISTAN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>33.0</b>	<b>19.3</b>	<b>18.2</b>	<b>9.1</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>65.9</b>	<b>25</b>	<b>88</b>
<b>PHILIPPINES</b>																				
MANILA	PHILIPPINE AIRLINES	S	62	0	0	3.2	17.7	22.6	24.2	22.6	6.5	1.6	1.6	0.0	0.0	0.0	27	60.0	57	55
<b>TOTAL MANILA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>17.7</b>	<b>22.6</b>	<b>24.2</b>	<b>22.6</b>	<b>6.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>60.0</b>	<b>57</b>	<b>55</b>
<b>TOTAL PHILIPPINES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>17.7</b>	<b>22.6</b>	<b>24.2</b>	<b>22.6</b>	<b>6.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>60.0</b>	<b>57</b>	<b>55</b>
<b>POLAND</b>																				
KRAKOW	BRITISH AIRWAYS PLC	S	58	0	0	10.3	29.3	34.5	15.5	6.9	3.4	0.0	0.0	0.0	0.0	0.0	11	94.2	3	52
<b>TOTAL KRAKOW</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>29.3</b>	<b>34.5</b>	<b>15.5</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>94.2</b>	<b>3</b>	<b>52</b>
WARSAW (CHOPIN)	BRITISH AIRWAYS PLC	S	122	0	2	10.5	40.3	31.5	8.1	4.8	1.6	0.8	0.8	0.0	0.0	1.6	10	96.0	3	124
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	177	0	0	6.2	31.1	45.2	9.0	6.8	1.1	0.0	0.6	0.0	0.0	0.0	9	69.7	15	178
<b>TOTAL WARSAW (CHOPIN)</b>			<b>299</b>	<b>0</b>	<b>2</b>	<b>8.0</b>	<b>34.9</b>	<b>39.5</b>	<b>8.6</b>	<b>6.0</b>	<b>1.3</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>80.5</b>	<b>10</b>	<b>302</b>
<b>TOTAL POLAND</b>			<b>357</b>	<b>0</b>	<b>2</b>	<b>8.4</b>	<b>34.0</b>	<b>38.7</b>	<b>9.7</b>	<b>6.1</b>	<b>1.7</b>	<b>0.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>82.5</b>	<b>9</b>	<b>354</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	BRITISH AIRWAYS PLC	S	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	2
<b>TOTAL FARO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>4</b>	<b>2</b>
LISBON	AIR PORTUGAL	S	338	0	16	3.1	18.4	31.9	16.4	16.7	7.6	0.8	0.6	0.0	0.0	4.5	22	70.7	15	338
LISBON	BRITISH AIRWAYS PLC	S	179	1	7	5.9	33.2	32.6	11.8	9.6	1.6	0.5	0.5	0.0	0.5	3.7	12	88.3	8	179
<b>TOTAL LISBON</b>			<b>517</b>	<b>1</b>	<b>23</b>	<b>4.1</b>	<b>23.5</b>	<b>32.2</b>	<b>14.8</b>	<b>14.2</b>	<b>5.5</b>	<b>0.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.2</b>	<b>4.3</b>	<b>19</b>	<b>76.8</b>	<b>12</b>	<b>517</b>
<b>TOTAL PORTUGAL</b>			<b>525</b>	<b>1</b>	<b>23</b>	<b>4.0</b>	<b>23.7</b>	<b>32.4</b>	<b>14.8</b>	<b>14.0</b>	<b>5.5</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>4.2</b>	<b>19</b>	<b>76.9</b>	<b>12</b>	<b>519</b>
<b>QATAR</b>																				
DOHA HAMAD	BRITISH AIRWAYS PLC	S	49	0	0	2.0	36.7	42.9	8.2	4.1	6.1	0.0	0.0	0.0	0.0	0.0	12	73.3	10	60

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DOHA HAMAD	QATAR AIRWAYS	S	368	0	4	8.9	39.8	36.0	8.3	4.6	1.3	0.0	0.0	0.0	0.0	1.1	7	88.4	7	372	
<b>TOTAL DOHA HAMAD</b>			<b>417</b>	<b>0</b>	<b>4</b>	<b>8.1</b>	<b>39.4</b>	<b>36.8</b>	<b>8.3</b>	<b>4.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>86.3</b>	<b>8</b>	<b>432</b>	
<b>TOTAL QATAR</b>			<b>417</b>	<b>0</b>	<b>4</b>	<b>8.1</b>	<b>39.4</b>	<b>36.8</b>	<b>8.3</b>	<b>4.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>86.3</b>	<b>8</b>	<b>432</b>	
<b>REPUBLIC OF KOREA</b>																					
SEOUL (INCHEON)	ASIANA AIRLINES	S	62	0	0	4.8	4.8	51.6	17.7	16.1	4.8	0.0	0.0	0.0	0.0	0.0	18	58.1	21	62	
SEOUL (INCHEON)	BRITISH AIRWAYS PLC	S	58	0	0	5.2	24.1	46.6	12.1	3.4	6.9	1.7	0.0	0.0	0.0	0.0	14	81.0	18	58	
SEOUL (INCHEON)	KOREAN AIR	S	62	0	0	0.0	21.0	24.2	21.0	27.4	6.5	0.0	0.0	0.0	0.0	0.0	23	64.5	13	62	
<b>TOTAL SEOUL (INCHEON)</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>16.5</b>	<b>40.7</b>	<b>17.0</b>	<b>15.9</b>	<b>6.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>67.6</b>	<b>17</b>	<b>182</b>	
<b>TOTAL REPUBLIC OF KOREA</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>16.5</b>	<b>40.7</b>	<b>17.0</b>	<b>15.9</b>	<b>6.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>67.6</b>	<b>17</b>	<b>182</b>	
<b>REPUBLIC OF SERBIA</b>																					
BELGRADE	AIR SERBIA	S	66	0	0	7.6	36.4	31.8	13.6	9.1	1.5	0.0	0.0	0.0	0.0	0.0	10	67.2	13	64	
<b>TOTAL BELGRADE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>36.4</b>	<b>31.8</b>	<b>13.6</b>	<b>9.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.2</b>	<b>13</b>	<b>64</b>	
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>36.4</b>	<b>31.8</b>	<b>13.6</b>	<b>9.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>67.2</b>	<b>13</b>	<b>64</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>																					
CAPE TOWN	BRITISH AIRWAYS PLC	S	116	0	0	5.2	46.6	29.3	3.4	8.6	1.7	2.6	2.6	0.0	0.0	0.0	16	73.2	55	112	
<b>TOTAL CAPE TOWN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>46.6</b>	<b>29.3</b>	<b>3.4</b>	<b>8.6</b>	<b>1.7</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.2</b>	<b>55</b>	<b>112</b>	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	125	0	0	19.2	32.0	25.6	4.8	7.2	5.6	2.4	1.6	1.6	0.0	0.0	54	79.8	8	124	
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	110	0	2	7.1	38.4	32.1	12.5	7.1	0.0	0.9	0.0	0.0	0.0	1.8	9	82.3	9	124	
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	10.0	43.3	28.3	8.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	10	83.9	7	62	
<b>TOTAL JOHANNESBURG</b>			<b>295</b>	<b>0</b>	<b>2</b>	<b>12.8</b>	<b>36.7</b>	<b>28.6</b>	<b>8.4</b>	<b>7.1</b>	<b>3.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>28</b>	<b>81.6</b>	<b>8</b>	<b>310</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>411</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>39.5</b>	<b>28.8</b>	<b>7.0</b>	<b>7.5</b>	<b>2.7</b>	<b>1.7</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>25</b>	<b>79.4</b>	<b>21</b>	<b>422</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	113	0	0	11.5	31.0	40.7	6.2	5.3	4.4	0.9	0.0	0.0	0.0	0.0	11	91.3	5	126	
BUCHAREST (OTOPENI)	TAROM	S	60	0	2	6.5	16.1	27.4	24.2	21.0	0.0	1.6	0.0	0.0	0.0	3.2	19	48.4	16	62	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>173</b>	<b>0</b>	<b>2</b>	<b>9.7</b>	<b>25.7</b>	<b>36.0</b>	<b>12.6</b>	<b>10.9</b>	<b>2.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>77.1</b>	<b>9</b>	<b>188</b>	
<b>TOTAL ROMANIA</b>			<b>173</b>	<b>0</b>	<b>2</b>	<b>9.7</b>	<b>25.7</b>	<b>36.0</b>	<b>12.6</b>	<b>10.9</b>	<b>2.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>77.1</b>	<b>9</b>	<b>188</b>	
<b>RUSSIA</b>																					
ADLER / SOCHI	YAMAL AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ADLER / SOCHI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	166	0	4	21.2	36.5	29.4	4.1	5.3	1.2	0.0	0.0	0.0	0.0	2.4	5	93.2	6	176	
MOSCOW (DOMODEDOVO)	YAMAL AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>166</b>	<b>0</b>	<b>4</b>	<b>21.2</b>	<b>36.5</b>	<b>29.4</b>	<b>4.1</b>	<b>5.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>5</b>	<b>92.7</b>	<b>6</b>	<b>177</b>	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	223	0	1	9.8	38.4	37.1	7.6	4.0	2.2	0.4	0.0	0.0	0.0	0.4	8	79.8	8	208	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>223</b>	<b>0</b>	<b>1</b>	<b>9.8</b>	<b>38.4</b>	<b>37.1</b>	<b>7.6</b>	<b>4.0</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>79.8</b>	<b>8</b>	<b>208</b>
ST PETERSBURG	BRITISH AIRWAYS PLC	S	60	0	0	18.3	25.0	38.3	8.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	10	96.8	3	62
<b>TOTAL ST PETERSBURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>18.3</b>	<b>25.0</b>	<b>38.3</b>	<b>8.3</b>	<b>6.7</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>96.8</b>	<b>3</b>	<b>62</b>
<b>TOTAL RUSSIA</b>			<b>449</b>	<b>0</b>	<b>5</b>	<b>15.2</b>	<b>35.9</b>	<b>34.4</b>	<b>6.4</b>	<b>4.8</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>87.3</b>	<b>7</b>	<b>448</b>
<b>SAUDI ARABIA</b>																				
JEDDAH	BRITISH AIRWAYS PLC	S	52	0	3	7.3	32.7	25.5	7.3	5.5	7.3	9.1	0.0	0.0	0.0	5.5	26	96.4	6	55
JEDDAH	SAUDI ARABIAN AIRLINES	S	60	0	0	6.7	35.0	38.3	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	12	74.2	10	62
<b>TOTAL JEDDAH</b>			<b>112</b>	<b>0</b>	<b>3</b>	<b>7.0</b>	<b>33.9</b>	<b>32.2</b>	<b>7.0</b>	<b>6.1</b>	<b>7.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>19</b>	<b>84.6</b>	<b>8</b>	<b>117</b>
RIYADH	BRITISH AIRWAYS PLC	S	62	0	0	14.5	16.1	35.5	9.7	14.5	8.1	0.0	0.0	1.6	0.0	0.0	41	88.7	7	62
RIYADH	SAUDI ARABIAN AIRLINES	S	58	0	0	0.0	25.9	32.8	20.7	15.5	5.2	0.0	0.0	0.0	0.0	0.0	18	72.6	14	62
<b>TOTAL RIYADH</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>20.8</b>	<b>34.2</b>	<b>15.0</b>	<b>15.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>80.6</b>	<b>10</b>	<b>124</b>
<b>TOTAL SAUDI ARABIA</b>			<b>232</b>	<b>0</b>	<b>3</b>	<b>7.2</b>	<b>27.2</b>	<b>33.2</b>	<b>11.1</b>	<b>10.6</b>	<b>6.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>1.3</b>	<b>24</b>	<b>82.6</b>	<b>9</b>	<b>241</b>
<b>SEYCHELLES</b>																				
SEYCHELLES	BRITISH AIRWAYS PLC	S	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL SEYCHELLES</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SEYCHELLES</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>																				
SINGAPORE	BRITISH AIRWAYS PLC	S	62	0	0	3.2	25.8	35.5	14.5	9.7	8.1	1.6	1.6	0.0	0.0	0.0	21	70.0	18	60
SINGAPORE	SINGAPORE AIRLINES	S	246	0	2	10.9	34.7	32.7	11.3	8.1	1.2	0.4	0.0	0.0	0.0	0.8	10	82.8	8	244
<b>TOTAL SINGAPORE</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>9.4</b>	<b>32.9</b>	<b>33.2</b>	<b>11.9</b>	<b>8.4</b>	<b>2.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>80.3</b>	<b>10</b>	<b>304</b>
<b>TOTAL SINGAPORE</b>			<b>308</b>	<b>0</b>	<b>2</b>	<b>9.4</b>	<b>32.9</b>	<b>33.2</b>	<b>11.9</b>	<b>8.4</b>	<b>2.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>12</b>	<b>80.3</b>	<b>10</b>	<b>304</b>
<b>SPAIN</b>																				
A CORUNA	VUELING AIRLINES	S	62	0	0	3.2	40.3	41.9	3.2	3.2	6.5	1.6	0.0	0.0	0.0	0.0	12	79.0	8	62
<b>TOTAL A CORUNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>40.3</b>	<b>41.9</b>	<b>3.2</b>	<b>3.2</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.0</b>	<b>8</b>	<b>62</b>
ALMERIA	BRITISH AIRWAYS PLC	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL ALMERIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ASTURIAS	BRITISH AIRWAYS PLC	S	13	0	0	0.0	61.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	13
ASTURIAS	IBERIA	S	13	0	0	15.4	53.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	4	13
<b>TOTAL ASTURIAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>57.7</b>	<b>19.2</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>96.2</b>	<b>3</b>	<b>26</b>
BARCELONA	BRITISH AIRWAYS PLC	S	408	0	16	8.3	40.1	32.3	7.3	5.7	2.1	0.0	0.5	0.0	0.0	3.8	9	80.2	11	369
BARCELONA	VUELING AIRLINES	S	83	0	2	0.0	30.6	30.6	14.1	14.1	1.2	3.5	2.4	1.2	0.0	2.4	37	100.0	2	4
<b>TOTAL BARCELONA</b>			<b>491</b>	<b>0</b>	<b>18</b>	<b>6.9</b>	<b>38.5</b>	<b>32.0</b>	<b>8.4</b>	<b>7.1</b>	<b>2.0</b>	<b>0.6</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>3.5</b>	<b>14</b>	<b>80.4</b>	<b>11</b>	<b>373</b>
BILBAO	BRITISH AIRWAYS PLC	S	88	0	0	13.6	37.5	33.0	4.5	10.2	1.1	0.0	0.0	0.0	0.0	0.0	9	84.7	9	124
<b>TOTAL BILBAO</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>37.5</b>	<b>33.0</b>	<b>4.5</b>	<b>10.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.7</b>	<b>9</b>	<b>124</b>
IBIZA	BRITISH AIRWAYS PLC	S	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	4	2
<b>TOTAL IBIZA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>4</b>	<b>2</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
JEREZ	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	118	0.0	0	0	
<b>TOTAL JEREZ</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>118</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MADRID	BRITISH AIRWAYS PLC	S	294	0	23	3.8	24.9	37.5	11.4	10.4	2.8	0.9	0.9	0.0	0.0	7.3	17	84.7	9	288	
MADRID	IBERIA	S	470	0	9	2.7	34.2	39.5	11.7	7.3	2.5	0.2	0.0	0.0	0.0	1.9	11	77.5	11	472	
<b>TOTAL MADRID</b>			<b>764</b>	<b>0</b>	<b>32</b>	<b>3.1</b>	<b>30.5</b>	<b>38.7</b>	<b>11.6</b>	<b>8.5</b>	<b>2.6</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>13</b>	<b>80.3</b>	<b>10</b>	<b>760</b>	
MALAGA	BRITISH AIRWAYS PLC	S	49	0	0	4.1	14.3	46.9	8.2	8.2	10.2	4.1	4.1	0.0	0.0	0.0	33	100.0	2	5	
<b>TOTAL MALAGA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>14.3</b>	<b>46.9</b>	<b>8.2</b>	<b>8.2</b>	<b>10.2</b>	<b>4.1</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>100.0</b>	<b>2</b>	<b>5</b>	
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	S	3	0	1	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	5	100.0	8	2	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>5</b>	<b>100.0</b>	<b>8</b>	<b>2</b>	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	54	0	0	1.9	25.9	40.7	18.5	3.7	5.6	3.7	0.0	0.0	0.0	0.0	18	66.7	11	12	
<b>TOTAL PALMA DE MALLORCA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>25.9</b>	<b>40.7</b>	<b>18.5</b>	<b>3.7</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>11</b>	<b>12</b>	
<b>TOTAL SPAIN</b>			<b>1546</b>	<b>0</b>	<b>51</b>	<b>4.9</b>	<b>33.6</b>	<b>36.4</b>	<b>9.9</b>	<b>7.8</b>	<b>2.8</b>	<b>0.8</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>3.2</b>	<b>14</b>	<b>81.0</b>	<b>10</b>	<b>1366</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
LAS PALMAS	BRITISH AIRWAYS PLC	S	10	0	0	10.0	30.0	30.0	10.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	141	83.3	9	24	
LAS PALMAS	IBERIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	3	16	
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>141</b>	<b>87.5</b>	<b>7</b>	<b>40</b>	
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>40.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76</b>	<b>87.5</b>	<b>7</b>	<b>40</b>	
<b>SRI LANKA</b>																					
COLOMBO	SRILANKAN AIRLINES	S	76	0	0	5.3	28.9	47.4	10.5	6.6	1.3	0.0	0.0	0.0	0.0	0.0	9	88.2	5	76	
<b>TOTAL COLOMBO</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>28.9</b>	<b>47.4</b>	<b>10.5</b>	<b>6.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.2</b>	<b>5</b>	<b>76</b>	
<b>TOTAL SRI LANKA</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>28.9</b>	<b>47.4</b>	<b>10.5</b>	<b>6.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.2</b>	<b>5</b>	<b>76</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	178	0	2	8.3	38.9	32.2	9.4	6.1	3.3	0.6	0.0	0.0	0.0	1.1	11	89.6	5	182	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>38.9</b>	<b>32.2</b>	<b>9.4</b>	<b>6.1</b>	<b>3.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>89.6</b>	<b>5</b>	<b>182</b>	
KIRUNA	SAS	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL KIRUNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	294	0	8	9.9	35.8	31.8	11.3	5.3	2.3	0.7	0.3	0.0	0.0	2.6	11	90.9	5	351	
STOCKHOLM (ARLANDA)	SAS	S	162	0	23	1.1	33.0	31.9	10.8	7.0	2.7	1.1	0.0	0.0	0.0	12.4	13	81.3	9	347	
STOCKHOLM (ARLANDA)	SCANDINAVIAN AIRLINES IRELAND LTD	S	159	0	0	1.9	28.3	41.5	17.6	8.8	1.3	0.0	0.6	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>615</b>	<b>0</b>	<b>31</b>	<b>5.4</b>	<b>33.1</b>	<b>34.2</b>	<b>12.7</b>	<b>6.7</b>	<b>2.2</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>12</b>	<b>86.1</b>	<b>7</b>	<b>698</b>	
<b>TOTAL SWEDEN</b>			<b>795</b>	<b>0</b>	<b>33</b>	<b>6.2</b>	<b>34.4</b>	<b>33.7</b>	<b>12.0</b>	<b>6.5</b>	<b>2.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>12</b>	<b>86.8</b>	<b>6</b>	<b>882</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>SWITZERLAND</b>																					
<b>BALE MULHOUSE</b>	BRITISH AIRWAYS PLC	S	225	0	19	11.5	36.1	31.1	8.2	2.9	0.4	1.2	0.8	0.0	0.0	7.8	9	92.7	3	232	
<b>TOTAL BALE MULHOUSE</b>			<b>225</b>	<b>0</b>	<b>19</b>	<b>11.5</b>	<b>36.1</b>	<b>31.1</b>	<b>8.2</b>	<b>2.9</b>	<b>0.4</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>9</b>	<b>92.7</b>	<b>3</b>	<b>232</b>	
<b>GENEVA</b>	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8	
<b>GENEVA</b>	BRITISH AIRWAYS PLC	S	611	0	35	2.8	32.5	33.0	12.1	7.6	4.3	1.4	0.9	0.0	0.0	5.4	17	87.7	5	610	
<b>GENEVA</b>	SWISS AIRLINES	S	290	0	19	0.3	12.3	39.5	15.9	17.2	7.8	0.3	0.6	0.0	0.0	6.1	24	73.9	14	306	
<b>TOTAL GENEVA</b>			<b>901</b>	<b>0</b>	<b>54</b>	<b>2.0</b>	<b>26.0</b>	<b>35.1</b>	<b>13.3</b>	<b>10.7</b>	<b>5.4</b>	<b>1.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>19</b>	<b>83.1</b>	<b>8</b>	<b>924</b>	
<b>ZURICH</b>	AMERICAN AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>ZURICH</b>	BRITISH AIRWAYS PLC	S	344	0	12	5.1	36.2	36.0	10.4	6.2	2.2	0.6	0.0	0.0	0.0	3.4	9	90.5	5	296	
<b>ZURICH</b>	SWISS AIRLINES	S	415	0	14	2.6	25.9	42.4	13.5	9.3	1.9	0.7	0.2	0.2	0.0	3.3	16	76.9	10	432	
<b>TOTAL ZURICH</b>			<b>760</b>	<b>0</b>	<b>26</b>	<b>3.7</b>	<b>30.5</b>	<b>39.6</b>	<b>12.1</b>	<b>7.9</b>	<b>2.0</b>	<b>0.6</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>3.3</b>	<b>13</b>	<b>82.4</b>	<b>8</b>	<b>728</b>	
<b>TOTAL SWITZERLAND</b>			<b>1886</b>	<b>0</b>	<b>99</b>	<b>3.8</b>	<b>29.0</b>	<b>36.4</b>	<b>12.2</b>	<b>8.6</b>	<b>3.5</b>	<b>0.9</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>5.0</b>	<b>15</b>	<b>84.0</b>	<b>7</b>	<b>1884</b>	
<b>TAIWAN</b>																					
<b>TAIPEI</b>	EVA AIR	S	62	0	0	0.0	12.9	32.3	19.4	24.2	11.3	0.0	0.0	0.0	0.0	0.0	26	59.7	21	62	
<b>TOTAL TAIPEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>32.3</b>	<b>19.4</b>	<b>24.2</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>59.7</b>	<b>21</b>	<b>62</b>	
<b>TOTAL TAIWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>32.3</b>	<b>19.4</b>	<b>24.2</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>59.7</b>	<b>21</b>	<b>62</b>	
<b>THAILAND</b>																					
<b>BANGKOK SUVARNABHUMI</b>	BRITISH AIRWAYS PLC	S	62	0	0	3.2	8.1	35.5	25.8	12.9	8.1	0.0	6.5	0.0	0.0	0.0	35	75.8	11	62	
<b>BANGKOK SUVARNABHUMI</b>	THAI AIRWAYS INTERNATIONAL	S	124	0	0	4.8	25.0	40.3	10.5	12.9	3.2	0.0	1.6	1.6	0.0	0.0	25	72.6	13	124	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>19.4</b>	<b>38.7</b>	<b>15.6</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>73.7</b>	<b>13</b>	<b>186</b>	
<b>TOTAL THAILAND</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>19.4</b>	<b>38.7</b>	<b>15.6</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>73.7</b>	<b>13</b>	<b>186</b>	
<b>TUNISIA</b>																					
<b>TUNIS</b>	TUNISAIR	S	34	0	0	0.0	2.9	11.8	14.7	41.2	11.8	5.9	11.8	0.0	0.0	0.0	76	41.2	40	34	
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>11.8</b>	<b>14.7</b>	<b>41.2</b>	<b>11.8</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76</b>	<b>41.2</b>	<b>40</b>	<b>34</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>11.8</b>	<b>14.7</b>	<b>41.2</b>	<b>11.8</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76</b>	<b>41.2</b>	<b>40</b>	<b>34</b>	
<b>TURKEY</b>																					
<b>ISTANBUL</b>	BRITISH AIRWAYS PLC	S	106	0	0	4.7	26.4	36.8	22.6	9.4	0.0	0.0	0.0	0.0	0.0	0.0	11	88.7	6	124	
<b>ISTANBUL</b>	THY TURKISH AIRLINES	S	324	0	5	4.3	18.8	42.6	17.6	12.5	2.4	0.3	0.0	0.0	0.0	1.5	15	79.9	10	324	
<b>TOTAL ISTANBUL</b>			<b>430</b>	<b>0</b>	<b>5</b>	<b>4.4</b>	<b>20.7</b>	<b>41.1</b>	<b>18.9</b>	<b>11.7</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>82.4</b>	<b>9</b>	<b>448</b>	
<b>TOTAL TURKEY</b>			<b>430</b>	<b>0</b>	<b>5</b>	<b>4.4</b>	<b>20.7</b>	<b>41.1</b>	<b>18.9</b>	<b>11.7</b>	<b>1.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>82.4</b>	<b>9</b>	<b>448</b>	
<b>TURKMENISTAN</b>																					
<b>ASHKHABAD</b>	TURKMENISTAN AIRLINES	S	10	0	0	0.0	0.0	0.0	10.0	10.0	20.0	0.0	60.0	0.0	0.0	0.0	151	5.6	63	18	
<b>TOTAL ASHKHABAD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>151</b>	<b>5.6</b>	<b>63</b>	<b>18</b>	
<b>TOTAL TURKMENISTAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>151</b>	<b>5.6</b>	<b>63</b>	<b>18</b>	
<b>UKRAINE</b>																					
<b>KIEV (BORISPOL)</b>	BRITISH AIRWAYS PLC	S	56	0	0	14.3	44.6	26.8	12.5	1.8	0.0	0.0	0.0	0.0	0.0	0.0	5	96.8	2	62	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL KIEV (BORISPOL)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>44.6</b>	<b>26.8</b>	<b>12.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>96.8</b>	<b>2</b>	<b>62</b>	
<b>TOTAL UKRAINE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>44.6</b>	<b>26.8</b>	<b>12.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>96.8</b>	<b>2</b>	<b>62</b>	
<b>UNITED ARAB EMIRATES</b>																					
<b>ABU DHABI INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	62	0	0	6.5	48.4	30.6	8.1	0.0	4.8	0.0	1.6	0.0	0.0	0.0	11	91.8	5	61	
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	S	185	0	2	11.8	27.3	39.6	11.8	5.3	3.2	0.0	0.0	0.0	0.0	1.1	10	88.2	11	186	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>247</b>	<b>0</b>	<b>2</b>	<b>10.4</b>	<b>32.5</b>	<b>37.3</b>	<b>10.8</b>	<b>4.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>10</b>	<b>89.1</b>	<b>9</b>	<b>247</b>	
<b>DUBAI</b>	BRITISH AIRWAYS PLC	S	183	0	0	12.6	26.8	31.7	14.8	8.7	2.7	2.7	0.0	0.0	0.0	0.0	15	89.2	11	186	
<b>DUBAI</b>	EMIRATES	S	380	0	4	3.1	30.2	37.5	16.1	9.4	2.1	0.0	0.5	0.0	0.0	1.0	13	69.4	13	372	
<b>DUBAI</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	59	0	0	8.5	37.3	28.8	6.8	8.5	6.8	1.7	1.7	0.0	0.0	0.0	18	84.2	8	57	
<b>TOTAL DUBAI</b>			<b>622</b>	<b>0</b>	<b>4</b>	<b>6.4</b>	<b>29.9</b>	<b>35.0</b>	<b>14.9</b>	<b>9.1</b>	<b>2.7</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>76.7</b>	<b>12</b>	<b>615</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>869</b>	<b>0</b>	<b>6</b>	<b>7.5</b>	<b>30.6</b>	<b>35.7</b>	<b>13.7</b>	<b>7.7</b>	<b>3.0</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>80.3</b>	<b>11</b>	<b>862</b>	
<b>UNITED KINGDOM</b>																					
<b>ABERDEEN</b>	BRITISH AIRWAYS PLC	S	411	0	19	8.8	44.4	25.1	7.2	5.3	1.2	1.6	1.9	0.0	0.0	4.4	13	91.4	4	418	
<b>ABERDEEN</b>	FLYBE LTD	S	151	0	9	6.9	49.4	21.3	5.0	6.9	4.4	0.6	0.0	0.0	0.0	5.6	11	88.2	4	34	
<b>TOTAL ABERDEEN</b>			<b>562</b>	<b>0</b>	<b>28</b>	<b>8.3</b>	<b>45.8</b>	<b>24.1</b>	<b>6.6</b>	<b>5.8</b>	<b>2.0</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>12</b>	<b>91.2</b>	<b>4</b>	<b>452</b>	
<b>BELFAST CITY (GEORGE BEST)</b>	AER LINGUS	S	172	0	13	9.7	45.9	23.2	4.3	4.3	4.9	0.5	0.0	0.0	0.0	7.0	9	88.5	6	182	
<b>BELFAST CITY (GEORGE BEST)</b>	BRITISH AIRWAYS PLC	S	240	0	6	11.0	41.1	32.9	6.1	2.0	4.1	0.4	0.0	0.0	0.0	2.4	9	90.8	4	327	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>412</b>	<b>0</b>	<b>19</b>	<b>10.4</b>	<b>43.2</b>	<b>28.8</b>	<b>5.3</b>	<b>3.0</b>	<b>4.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>9</b>	<b>90.0</b>	<b>5</b>	<b>509</b>	
<b>EDINBURGH</b>	BRITISH AIRWAYS PLC	S	546	0	43	8.0	41.1	29.5	5.4	3.4	4.1	1.0	0.2	0.0	0.0	7.3	10	87.1	6	604	
<b>EDINBURGH</b>	FLYBE LTD	S	207	0	16	4.9	44.8	32.3	4.5	4.0	0.9	1.3	0.0	0.0	0.0	7.2	8	89.1	5	46	
<b>TOTAL EDINBURGH</b>			<b>753</b>	<b>0</b>	<b>59</b>	<b>7.1</b>	<b>42.1</b>	<b>30.3</b>	<b>5.2</b>	<b>3.6</b>	<b>3.2</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>9</b>	<b>87.2</b>	<b>6</b>	<b>650</b>	
<b>EXETER</b>	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2	
<b>TOTAL EXETER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>		
<b>GLASGOW</b>	BRITISH AIRWAYS PLC	S	487	0	40	7.8	36.6	30.4	7.2	6.8	2.3	1.1	0.2	0.0	0.0	7.6	11	86.6	6	543	
<b>TOTAL GLASGOW</b>			<b>487</b>	<b>0</b>	<b>40</b>	<b>7.8</b>	<b>36.6</b>	<b>30.4</b>	<b>7.2</b>	<b>6.8</b>	<b>2.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>11</b>	<b>86.6</b>	<b>6</b>	<b>543</b>	
<b>INVERNESS</b>	BRITISH AIRWAYS PLC	S	56	0	0	14.3	44.6	30.4	8.9	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4	85.5	6	62	
<b>TOTAL INVERNESS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>44.6</b>	<b>30.4</b>	<b>8.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.5</b>	<b>6</b>	<b>62</b>	
<b>LEEDS BRADFORD</b>	BRITISH AIRWAYS PLC	S	94	0	13	14.0	32.7	28.0	3.7	6.5	1.9	0.0	0.9	0.0	0.0	12.1	10	90.3	4	176	
<b>TOTAL LEEDS BRADFORD</b>			<b>94</b>	<b>0</b>	<b>13</b>	<b>14.0</b>	<b>32.7</b>	<b>28.0</b>	<b>3.7</b>	<b>6.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>12.1</b>	<b>10</b>	<b>90.3</b>	<b>4</b>	<b>176</b>	
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	448	0	23	7.0	37.4	30.4	8.1	5.7	4.0	1.5	1.1	0.0	0.0	4.9	15	88.0	6	483	
<b>MANCHESTER</b>	EMIRATES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
<b>MANCHESTER</b>	UNITED AIRLINES	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>449</b>	<b>0</b>	<b>23</b>	<b>7.0</b>	<b>37.5</b>	<b>30.3</b>	<b>8.1</b>	<b>5.7</b>	<b>4.0</b>	<b>1.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>15</b>	<b>88.0</b>	<b>6</b>	<b>484</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEWCASTLE	BRITISH AIRWAYS PLC	S	342	0	16	9.2	44.7	27.1	5.0	5.6	3.1	0.6	0.3	0.0	0.0	4.5	10	91.8	5	354
<b>TOTAL NEWCASTLE</b>			<b>342</b>	<b>0</b>	<b>16</b>	<b>9.2</b>	<b>44.7</b>	<b>27.1</b>	<b>5.0</b>	<b>5.6</b>	<b>3.1</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>10</b>	<b>91.8</b>	<b>5</b>	<b>354</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3155</b>	<b>0</b>	<b>198</b>	<b>8.4</b>	<b>41.4</b>	<b>28.6</b>	<b>6.2</b>	<b>5.0</b>	<b>3.0</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>11</b>	<b>88.9</b>	<b>5</b>	<b>3232</b>
<b>USA</b>																				
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	1.6	25.8	30.6	19.4	14.5	4.8	0.0	3.2	0.0	0.0	0.0	22	74.2	14	62
ATLANTA	DELTA AIRLINES	S	142	0	0	9.2	33.8	31.7	12.0	4.9	5.6	1.4	1.4	0.0	0.0	0.0	16	86.7	6	120
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	1.7	28.3	46.7	8.3	13.3	1.7	0.0	0.0	0.0	0.0	0.0	11	90.1	8	71
<b>TOTAL ATLANTA</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>30.7</b>	<b>34.8</b>	<b>12.9</b>	<b>9.1</b>	<b>4.5</b>	<b>0.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>84.6</b>	<b>9</b>	<b>253</b>
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	62	0	0	6.5	33.9	37.1	9.7	6.5	3.2	3.2	0.0	0.0	0.0	0.0	14	88.7	6	62
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>33.9</b>	<b>37.1</b>	<b>9.7</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.7</b>	<b>6</b>	<b>62</b>
BALTIMORE	BRITISH AIRWAYS PLC	S	61	0	1	3.2	21.0	35.5	3.2	19.4	11.3	3.2	0.0	1.6	0.0	1.6	47	86.7	13	60
<b>TOTAL BALTIMORE</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>21.0</b>	<b>35.5</b>	<b>3.2</b>	<b>19.4</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>47</b>	<b>86.7</b>	<b>13</b>	<b>60</b>
BOSTON	BRITISH AIRWAYS PLC	S	198	0	16	6.5	20.6	33.6	11.2	9.3	7.5	1.9	1.9	0.0	0.0	7.5	24	81.4	11	199
BOSTON	DELTA AIRLINES	S	50	0	3	11.3	35.8	26.4	9.4	7.5	0.0	1.9	1.9	0.0	0.0	5.7	16	90.4	7	52
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	8	5.0	23.3	30.0	11.7	11.7	3.3	1.7	0.0	0.0	0.0	13.3	18	85.2	11	54
<b>TOTAL BOSTON</b>			<b>300</b>	<b>0</b>	<b>27</b>	<b>7.0</b>	<b>23.5</b>	<b>31.8</b>	<b>11.0</b>	<b>9.5</b>	<b>5.5</b>	<b>1.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>21</b>	<b>83.6</b>	<b>11</b>	<b>305</b>
CHARLOTTE	AMERICAN AIRLINES	S	122	0	2	7.3	37.1	26.6	7.3	8.9	8.1	1.6	1.6	0.0	0.0	1.6	20	80.3	11	122
<b>TOTAL CHARLOTTE</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>37.1</b>	<b>26.6</b>	<b>7.3</b>	<b>8.9</b>	<b>8.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>80.3</b>	<b>11</b>	<b>122</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	190	0	8	8.1	39.4	23.7	9.1	6.6	5.1	1.5	2.5	0.0	0.0	4.0	19	82.6	12	184
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	122	0	2	3.2	19.4	29.8	21.8	15.3	4.8	2.4	1.6	0.0	0.0	1.6	26	75.8	17	124
CHICAGO (O'HARE)	UNITED AIRLINES	S	176	0	4	4.4	40.0	28.9	14.4	4.4	5.0	0.6	0.0	0.0	0.0	2.2	12	89.8	11	186
<b>TOTAL CHICAGO (O'HARE)</b>			<b>488</b>	<b>0</b>	<b>14</b>	<b>5.6</b>	<b>34.7</b>	<b>27.1</b>	<b>14.1</b>	<b>8.0</b>	<b>5.0</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>18</b>	<b>83.6</b>	<b>13</b>	<b>494</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	158	0	2	6.3	23.8	35.0	15.0	10.0	8.1	0.6	0.0	0.0	0.0	1.3	18	79.7	13	158
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	62	0	0	8.1	27.4	33.9	17.7	9.7	3.2	0.0	0.0	0.0	0.0	0.0	13	70.5	57	61
DALLAS/FORT WORTH	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	28	12
<b>TOTAL DALLAS/FORT WORTH</b>			<b>220</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>24.8</b>	<b>34.7</b>	<b>15.8</b>	<b>9.9</b>	<b>6.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>75.8</b>	<b>25</b>	<b>231</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	0.0	14.5	48.4	11.3	12.9	9.7	3.2	0.0	0.0	0.0	0.0	24	74.2	21	62
DENVER INTERNATIONAL	UNITED AIRLINES	S	14	0	0	21.4	50.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>21.1</b>	<b>42.1</b>	<b>9.2</b>	<b>13.2</b>	<b>7.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>74.2</b>	<b>21</b>	<b>62</b>
DETROIT	DELTA AIRLINES	S	86	0	0	10.5	41.9	27.9	9.3	2.3	4.7	0.0	2.3	1.2	0.0	0.0	20	90.5	48	63
DETROIT	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.4	6	35
<b>TOTAL DETROIT</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>41.9</b>	<b>27.9</b>	<b>9.3</b>	<b>2.3</b>	<b>4.7</b>	<b>0.0</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>90.8</b>	<b>33</b>	<b>98</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HOUSTON	BRITISH AIRWAYS PLC	S	111	0	0	3.6	18.0	34.2	27.9	12.6	1.8	1.8	0.0	0.0	0.0	0.0	18	79.8	16	109	
HOUSTON	UNITED AIRLINES	S	114	0	4	4.2	39.8	28.8	6.8	9.3	7.6	0.0	0.0	0.0	3.4	14	86.1	11	122		
<b>TOTAL HOUSTON</b>			<b>225</b>	<b>0</b>	<b>4</b>	<b>3.9</b>	<b>29.3</b>	<b>31.4</b>	<b>17.0</b>	<b>10.9</b>	<b>4.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>16</b>	<b>83.1</b>	<b>13</b>	<b>231</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	86	0	0	1.2	16.3	26.7	25.6	16.3	5.8	8.1	0.0	0.0	0.0	0.0	30	73.0	14	89	
<b>TOTAL LAS VEGAS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>16.3</b>	<b>26.7</b>	<b>25.6</b>	<b>16.3</b>	<b>5.8</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>73.0</b>	<b>14</b>	<b>89</b>	
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	122	0	2	10.5	39.5	21.0	12.1	8.1	4.8	2.4	0.0	0.0	0.0	1.6	15	77.9	17	122	
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	173	0	2	1.1	15.4	38.9	16.6	12.6	8.6	0.0	4.6	1.1	0.0	1.1	35	69.1	24	123	
LOS ANGELES INTERNATIONAL	ETHIOPIAN AIRLINES	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	62	0	0	6.5	30.6	46.8	14.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	7	72.6	26	62	
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	123	0	0	10.6	36.6	30.9	8.1	7.3	4.9	0.8	0.0	0.8	0.0	0.0	22	78.4	12	111	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>481</b>	<b>0</b>	<b>4</b>	<b>6.6</b>	<b>28.9</b>	<b>33.4</b>	<b>13.0</b>	<b>8.7</b>	<b>5.6</b>	<b>0.8</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>74.6</b>	<b>19</b>	<b>418</b>	
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	124	0	0	8.1	33.9	24.2	13.7	12.1	4.8	3.2	0.0	0.0	0.0	0.0	19	73.4	28	124	
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	120	0	4	7.3	16.9	37.9	15.3	9.7	6.5	1.6	1.6	0.0	0.0	3.2	23	72.6	18	124	
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	90	0	2	13.0	28.3	33.7	14.1	5.4	3.3	0.0	0.0	0.0	0.0	2.2	9	91.9	5	86	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>334</b>	<b>0</b>	<b>6</b>	<b>9.1</b>	<b>26.2</b>	<b>31.8</b>	<b>14.4</b>	<b>9.4</b>	<b>5.0</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>77.8</b>	<b>18</b>	<b>334</b>	
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	60	0	0	13.3	30.0	26.7	16.7	10.0	1.7	1.7	0.0	0.0	0.0	0.0	14	86.7	5	60	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>30.0</b>	<b>26.7</b>	<b>16.7</b>	<b>10.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.7</b>	<b>5</b>	<b>60</b>	
NEW ORLEANS	BRITISH AIRWAYS PLC	S	44	0	0	9.1	18.2	43.2	20.5	4.5	2.3	2.3	0.0	0.0	0.0	0.0	13	40.0	21	5	
<b>TOTAL NEW ORLEANS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>18.2</b>	<b>43.2</b>	<b>20.5</b>	<b>4.5</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>40.0</b>	<b>21</b>	<b>5</b>	
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	223	0	18	10.8	36.9	23.2	9.5	7.5	2.5	1.7	0.0	0.4	0.0	7.5	15	83.5	11	230	
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	446	0	29	6.9	22.3	34.1	13.5	6.9	6.7	1.7	1.5	0.2	0.0	6.1	22	82.7	11	428	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	162	0	6	5.4	39.9	27.4	10.7	8.9	3.0	0.6	0.6	0.0	0.0	3.6	13	83.9	13	168	
NEW YORK (JF KENNEDY)	KUWAIT AIRWAYS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	276	0	21	7.4	34.7	31.3	7.7	6.7	3.7	0.7	0.3	0.3	0.0	7.1	15	79.4	9	281	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1108</b>	<b>0</b>	<b>74</b>	<b>7.6</b>	<b>30.9</b>	<b>30.3</b>	<b>10.8</b>	<b>7.3</b>	<b>4.6</b>	<b>1.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>6.3</b>	<b>18</b>	<b>82.2</b>	<b>10</b>	<b>1107</b>	
NEW YORK (NEWARK)	AIR INDIA	S	23	0	4	11.1	14.8	18.5	18.5	7.4	0.0	0.0	11.1	3.7	0.0	14.8	61	40.0	48	25	
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	114	0	10	1.6	25.0	35.5	15.3	6.5	4.0	2.4	0.8	0.8	0.0	8.1	23	86.7	9	120	
NEW YORK (NEWARK)	UNITED AIRLINES	S	291	0	18	7.1	34.6	23.3	11.7	8.4	4.5	1.0	3.2	0.3	0.0	5.8	24	88.3	7	299	
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	8	6.9	24.1	32.8	10.3	10.3	1.7	0.0	0.0	0.0	0.0	13.8	12	87.9	5	58	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>478</b>	<b>0</b>	<b>40</b>	<b>6.0</b>	<b>30.1</b>	<b>27.0</b>	<b>12.7</b>	<b>8.1</b>	<b>3.9</b>	<b>1.2</b>	<b>2.7</b>	<b>0.6</b>	<b>0.0</b>	<b>7.7</b>	<b>25</b>	<b>85.5</b>	<b>9</b>	<b>502</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	115	0	10	8.0	35.2	17.6	11.2	9.6	8.0	2.4	0.0	0.0	0.0	8.0	18	86.5	9	74
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	2	4.8	21.0	37.1	11.3	12.9	9.7	0.0	0.0	0.0	0.0	3.2	20	89.5	7	105
PHILADELPHIA INTERNATIONAL	DELTA AIRLINES	S	52	0	4	8.9	42.9	19.6	8.9	7.1	1.8	3.6	0.0	0.0	0.0	7.1	13	76.9	14	13
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>227</b>	<b>0</b>	<b>16</b>	<b>7.4</b>	<b>33.3</b>	<b>23.0</b>	<b>10.7</b>	<b>9.9</b>	<b>7.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>18</b>	<b>87.5</b>	<b>8</b>	<b>192</b>
PHOENIX	BRITISH AIRWAYS PLC	S	66	0	0	1.5	4.5	31.8	27.3	13.6	9.1	9.1	3.0	0.0	0.0	0.0	43	64.5	22	62
<b>TOTAL PHOENIX</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>4.5</b>	<b>31.8</b>	<b>27.3</b>	<b>13.6</b>	<b>9.1</b>	<b>9.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>64.5</b>	<b>22</b>	<b>62</b>
RALEIGH	AMERICAN AIRLINES	S	61	0	1	3.2	51.6	27.4	11.3	1.6	3.2	0.0	0.0	0.0	0.0	1.6	7	85.5	13	62
<b>TOTAL RALEIGH</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>51.6</b>	<b>27.4</b>	<b>11.3</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>85.5</b>	<b>13</b>	<b>62</b>
SALT LAKE CITY	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.3	3	85
<b>TOTAL SALT LAKE CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>95.3</b>	<b>3</b>	<b>85</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	4.8	19.4	40.3	12.9	16.1	3.2	3.2	0.0	0.0	0.0	0.0	21	82.3	9	62
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.4</b>	<b>40.3</b>	<b>12.9</b>	<b>16.1</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>82.3</b>	<b>9</b>	<b>62</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	7.3	25.0	28.2	16.1	12.1	7.3	1.6	2.4	0.0	0.0	0.0	23	76.6	11	124
SAN FRANCISCO	UNITED AIRLINES	S	122	0	0	12.3	50.0	26.2	4.9	2.5	3.3	0.8	0.0	0.0	0.0	0.0	8	83.9	17	124
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	107	0	2	11.0	38.5	30.3	6.4	4.6	4.6	2.8	0.0	0.0	0.0	1.8	14	87.9	5	107
<b>TOTAL SAN FRANCISCO</b>			<b>353</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>37.7</b>	<b>28.2</b>	<b>9.3</b>	<b>6.5</b>	<b>5.1</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>82.5</b>	<b>11</b>	<b>355</b>
SAN JOSE	BRITISH AIRWAYS PLC	S	60	0	2	8.1	32.3	35.5	8.1	9.7	3.2	0.0	0.0	0.0	0.0	3.2	11	80.0	8	60
<b>TOTAL SAN JOSE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>32.3</b>	<b>35.5</b>	<b>8.1</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>11</b>	<b>80.0</b>	<b>8</b>	<b>60</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	95	0	0	3.2	31.6	35.8	11.6	9.5	4.2	3.2	1.1	0.0	0.0	0.0	18	83.9	6	93
SEATTLE (TACOMA)	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.7	4	43
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	4	24.2	48.4	12.9	6.5	1.6	0.0	0.0	0.0	0.0	0.0	6.5	3	63.6	13	11
<b>TOTAL SEATTLE (TACOMA)</b>			<b>153</b>	<b>0</b>	<b>4</b>	<b>11.5</b>	<b>38.2</b>	<b>26.8</b>	<b>9.6</b>	<b>6.4</b>	<b>2.5</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>13</b>	<b>84.4</b>	<b>6</b>	<b>147</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	120	0	4	4.8	29.0	29.8	14.5	8.9	7.3	1.6	0.8	0.0	0.0	3.2	19	78.7	18	122
WASHINGTON (DULLES)	UNITED AIRLINES	S	182	0	5	7.0	50.3	20.3	7.5	7.5	2.7	1.1	1.1	0.0	0.0	2.7	12	89.0	10	182
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	4	6.9	36.2	31.0	12.1	3.4	1.7	1.7	0.0	0.0	0.0	6.9	11	90.9	7	55
<b>TOTAL WASHINGTON (DULLES)</b>			<b>356</b>	<b>0</b>	<b>13</b>	<b>6.2</b>	<b>40.9</b>	<b>25.2</b>	<b>10.6</b>	<b>7.3</b>	<b>4.1</b>	<b>1.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>14</b>	<b>85.8</b>	<b>12</b>	<b>359</b>
<b>TOTAL USA</b>			<b>5833</b>	<b>0</b>	<b>212</b>	<b>6.9</b>	<b>30.9</b>	<b>30.1</b>	<b>12.3</b>	<b>8.5</b>	<b>5.0</b>	<b>1.5</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>3.5</b>	<b>19</b>	<b>82.3</b>	<b>13</b>	<b>5817</b>
<b>UZBEKISTAN</b>																				
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	0.0	16.7	33.3	11.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	27	55.6	15	18
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>11.1</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>55.6</b>	<b>15</b>	<b>18</b>
<b>TOTAL UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>11.1</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>55.6</b>	<b>15</b>	<b>18</b>
<b>VIETNAM</b>																				
HANOI	VIETNAM AIRLINES	S	36	0	0	8.3	44.4	30.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	10	36

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017				
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL HANOI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>30.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>10</b>	<b>36</b>
HO CHI MINH CITY	VIETNAM AIRLINES	S	26	0	0	7.7	30.8	26.9	23.1	7.7	3.8	0.0	0.0	0.0	0.0	0.0	12	65.4	13	26
<b>TOTAL HO CHI MINH CITY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>26.9</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.4</b>	<b>13</b>	<b>26</b>
<b>TOTAL VIETNAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>38.7</b>	<b>29.0</b>	<b>12.9</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>71.0</b>	<b>11</b>	<b>62</b>
<b>TOTAL HEATHROW</b>			<b>38858</b>	<b>1</b>	<b>1297</b>	<b>7.3</b>	<b>32.9</b>	<b>32.8</b>	<b>11.1</b>	<b>7.7</b>	<b>3.4</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>3.2</b>	<b>14</b>	<b>83.5</b>	<b>9</b>	<b>39157</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: ISLE OF MAN (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	92	0	8	14.0	43.0	18.0	4.0	4.0	7.0	0.0	2.0	0.0	0.0	8.0	16	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>92</b>	<b>0</b>	<b>8</b>	<b>14.0</b>	<b>43.0</b>	<b>18.0</b>	<b>4.0</b>	<b>4.0</b>	<b>7.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>92</b>	<b>0</b>	<b>8</b>	<b>14.0</b>	<b>43.0</b>	<b>18.0</b>	<b>4.0</b>	<b>4.0</b>	<b>7.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SWITZERLAND</b>																					
GENEVA	FLYBE LTD	C	10	0	0	0.0	30.0	20.0	10.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL GENEVA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	50	0	4	1.9	33.3	31.5	11.1	7.4	0.0	7.4	0.0	0.0	0.0	7.4	19	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>1.9</b>	<b>33.3</b>	<b>31.5</b>	<b>11.1</b>	<b>7.4</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BIRMINGHAM	FLYBE LTD	S	70	0	2	1.4	11.1	50.0	11.1	13.9	5.6	1.4	1.4	1.4	0.0	2.8	27	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>11.1</b>	<b>50.0</b>	<b>11.1</b>	<b>13.9</b>	<b>5.6</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>2.8</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	14	0	4	0.0	38.9	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	22.2	4	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>14</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	LOGANAIR LTD	S	16	0	2	0.0	44.4	11.1	0.0	22.2	5.6	5.6	0.0	0.0	0.0	11.1	25	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	108	0	6	10.5	43.9	28.1	7.0	0.9	4.4	0.0	0.0	0.0	0.0	5.3	8	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>108</b>	<b>0</b>	<b>6</b>	<b>10.5</b>	<b>43.9</b>	<b>28.1</b>	<b>7.0</b>	<b>0.9</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GLASGOW	EASTERN AIRWAYS	S	20	0	4	4.2	41.7	29.2	0.0	8.3	0.0	0.0	0.0	0.0	0.0	16.7	5	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>41.7</b>	<b>29.2</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	86	0	4	6.7	56.7	18.9	6.7	2.2	2.2	1.1	1.1	0.0	0.0	4.4	10	0.0	0	0	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	216	0	4	0.9	43.2	39.5	4.1	4.5	4.5	1.4	0.0	0.0	0.0	1.8	10	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>302</b>	<b>0</b>	<b>8</b>	<b>2.6</b>	<b>47.1</b>	<b>33.5</b>	<b>4.8</b>	<b>3.9</b>	<b>3.9</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LONDON CITY	BA CITYFLYER LTD	S	145	0	6	2.0	45.7	28.5	9.9	4.0	4.0	0.7	1.3	0.0	0.0	4.0	14	0.0	0	0	
LONDON CITY	FLYBE LTD	S	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	82	0.0	0	0	
<b>TOTAL LONDON CITY</b>			<b>147</b>	<b>0</b>	<b>6</b>	<b>2.0</b>	<b>45.1</b>	<b>28.8</b>	<b>9.8</b>	<b>3.9</b>	<b>3.9</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	8	0	0	12.5	37.5	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL LUTON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	FLYBE LTD	S	277	0	4	1.4	26.0	42.7	12.8	11.4	2.5	1.1	0.7	0.0	0.0	1.4	16	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>277</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>26.0</b>	<b>42.7</b>	<b>12.8</b>	<b>11.4</b>	<b>2.5</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1012</b>	<b>0</b>	<b>40</b>	<b>2.9</b>	<b>37.3</b>	<b>35.0</b>	<b>8.5</b>	<b>7.1</b>	<b>3.3</b>	<b>1.4</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>3.8</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ISLE OF MAN</b>			<b>1114</b>	<b>0</b>	<b>48</b>	<b>3.9</b>	<b>37.7</b>	<b>33.4</b>	<b>8.1</b>	<b>7.0</b>	<b>3.6</b>	<b>1.5</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>4.1</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>IRISH REPUBLIC</b>																					
DUBLIN	STOBART AIR	S	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>71.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>71.4</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	GERMANIA FLUGGESELLSCHAFT	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
FUNCHAL	GERMANIA FLUGGESELLSCHAFT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2	
<b>TOTAL FUNCHAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>22</b>	<b>2</b>	
<b>TOTAL PORTUGAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>50.0</b>	<b>22</b>	<b>2</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
TENERIFE (SURREINA SOFIA)	GERMANIA FLUGGESELLSCHAFT	C	5	0	0	0.0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
TENERIFE (SURREINA SOFIA)	VOLOTEA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	22	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>37.5</b>	<b>22</b>	<b>8</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>37.5</b>	<b>22</b>	<b>8</b>	
<b>SWITZERLAND</b>																					
GENEVA	FLYBE LTD	S	10	0	0	0.0	10.0	30.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	35	37.5	43	8	
<b>TOTAL GENEVA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>37.5</b>	<b>43</b>	<b>8</b>	
<b>TOTAL SWITZERLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>37.5</b>	<b>43</b>	<b>8</b>	
<b>UNITED KINGDOM</b>																					
ALDERNEY	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	8	
<b>TOTAL ALDERNEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>16</b>	<b>8</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	2	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
BIRMINGHAM	FLYBE LTD	S	78	0	5	0.0	7.2	49.4	13.3	9.6	7.2	4.8	2.4	0.0	0.0	6.0	31	72.3	17	110	
<b>TOTAL BIRMINGHAM</b>			<b>78</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>7.2</b>	<b>49.4</b>	<b>13.3</b>	<b>9.6</b>	<b>7.2</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>31</b>	<b>72.3</b>	<b>17</b>	<b>110</b>	
BRISTOL	BLUE ISLANDS LIMITED	S	46	0	4	12.0	36.0	42.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	2	84.6	13	52	
<b>TOTAL BRISTOL</b>			<b>46</b>	<b>0</b>	<b>4</b>	<b>12.0</b>	<b>36.0</b>	<b>42.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>2</b>	<b>84.6</b>	<b>13</b>	<b>52</b>	
CARDIFF WALES	FLYBE LTD	S	24	0	2	3.8	26.9	46.2	3.8	0.0	7.7	3.8	0.0	0.0	0.0	7.7	17	56.3	33	16	
<b>TOTAL CARDIFF WALES</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>26.9</b>	<b>46.2</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>17</b>	<b>56.3</b>	<b>33</b>	<b>16</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	28	0	0	0.0	32.1	57.1	0.0	7.1	3.6	0.0	0.0	0.0	0.0	0.0	8	75.0	24	28	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>57.1</b>	<b>0.0</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>24</b>	<b>28</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	47	0	3	0.0	40.0	32.0	10.0	6.0	4.0	2.0	0.0	0.0	0.0	6.0	13	60.0	15	52	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>47</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>40.0</b>	<b>32.0</b>	<b>10.0</b>	<b>6.0</b>	<b>4.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>13</b>	<b>59.0</b>	<b>15</b>	<b>52</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EXETER	BLUE ISLANDS LIMITED	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
EXETER	FLYBE LTD	S	52	0	7	0.0	25.4	40.7	3.4	10.2	3.4	3.4	1.7	0.0	0.0	11.9	22	72.3	18	99	
<b>TOTAL EXETER</b>			<b>52</b>	<b>0</b>	<b>10</b>	<b>0.0</b>	<b>24.2</b>	<b>38.7</b>	<b>3.2</b>	<b>9.7</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16.1</b>	<b>22</b>	<b>72.3</b>	<b>18</b>	<b>99</b>	
GATWICK	BRITISH AIRWAYS PLC	S	273	0	3	4.0	44.2	31.5	7.6	5.8	4.3	0.0	1.4	0.0	0.0	1.1	13	83.8	14	283	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	151	0	5	1.9	32.7	31.4	16.0	7.1	3.2	4.5	0.0	0.0	0.0	3.2	18	74.2	20	182	
<b>TOTAL GATWICK</b>			<b>424</b>	<b>0</b>	<b>8</b>	<b>3.2</b>	<b>40.0</b>	<b>31.5</b>	<b>10.6</b>	<b>6.3</b>	<b>3.9</b>	<b>1.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>15</b>	<b>79.9</b>	<b>17</b>	<b>465</b>	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	20	0	0	0.0	10.0	25.0	20.0	10.0	25.0	10.0	0.0	0.0	0.0	0.0	48	70.0	19	20	
<b>TOTAL GLASGOW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>25.0</b>	<b>20.0</b>	<b>10.0</b>	<b>25.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>70.0</b>	<b>19</b>	<b>20</b>	
GUERNSEY	BLUE ISLANDS LIMITED	S	208	0	14	1.8	28.4	41.4	11.7	5.4	3.6	1.4	0.0	0.0	0.0	6.3	13	83.9	12	279	
GUERNSEY	FLYBE LTD	S	35	0	5	0.0	37.5	25.0	7.5	10.0	2.5	5.0	0.0	0.0	0.0	12.5	22	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>243</b>	<b>0</b>	<b>19</b>	<b>1.5</b>	<b>29.8</b>	<b>38.9</b>	<b>11.1</b>	<b>6.1</b>	<b>3.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>14</b>	<b>83.3</b>	<b>12</b>	<b>279</b>	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	54	0	2	0.0	28.6	46.4	14.3	5.4	1.8	0.0	0.0	0.0	0.0	3.6	9	65.7	49	70	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>28.6</b>	<b>46.4</b>	<b>14.3</b>	<b>5.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>9</b>	<b>65.7</b>	<b>49</b>	<b>70</b>	
LONDON CITY	BLUE ISLANDS LIMITED	S	72	0	6	1.3	25.6	33.3	6.4	12.8	12.8	0.0	0.0	0.0	0.0	7.7	23	58.2	28	97	
<b>TOTAL LONDON CITY</b>			<b>72</b>	<b>0</b>	<b>6</b>	<b>1.3</b>	<b>25.6</b>	<b>33.3</b>	<b>6.4</b>	<b>12.8</b>	<b>12.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>23</b>	<b>58.2</b>	<b>28</b>	<b>97</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	10	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	80.6	7	36	
<b>TOTAL LUTON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.6</b>	<b>7</b>	<b>36</b>	
MANCHESTER	FLYBE LTD	S	51	0	2	1.9	22.6	37.7	17.0	5.7	7.5	0.0	3.8	0.0	0.0	3.8	22	74.0	18	50	
<b>TOTAL MANCHESTER</b>			<b>51</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>22.6</b>	<b>37.7</b>	<b>17.0</b>	<b>5.7</b>	<b>7.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>22</b>	<b>71.2</b>	<b>18</b>	<b>50</b>	
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2	
<b>TOTAL NEWCASTLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
NEWQUAY	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
<b>TOTAL NEWQUAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>	
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	151	0	2	5.2	32.0	36.6	6.5	7.2	2.6	3.9	4.6	0.0	0.0	1.3	28	71.3	20	169	
SOUTHAMPTON	FLYBE LTD	S	100	0	13	0.0	22.1	45.1	8.8	7.1	3.5	1.8	0.0	0.0	0.0	11.5	15	70.5	14	111	
<b>TOTAL SOUTHAMPTON</b>			<b>251</b>	<b>0</b>	<b>15</b>	<b>3.0</b>	<b>27.8</b>	<b>40.2</b>	<b>7.5</b>	<b>7.1</b>	<b>3.0</b>	<b>3.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>23</b>	<b>71.0</b>	<b>17</b>	<b>280</b>	
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SOUTHEND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1410</b>	<b>0</b>	<b>76</b>	<b>2.4</b>	<b>30.7</b>	<b>37.7</b>	<b>9.7</b>	<b>6.9</b>	<b>4.5</b>	<b>2.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>18</b>	<b>74.5</b>	<b>18</b>	<b>1668</b>	

**TOTAL JERSEY****1434      0      76      2.3 30.4 37.9 9.8 6.9 4.6 2.1 1.1      0.0 0.0 5.0 18 74.0 18 1686**

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	Unknown	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1	
<b>TOTAL ANTIGUA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>38</b>	<b>1</b>	
<b>TOTAL ANTIGUA AND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>38</b>	<b>1</b>	
<b>AUSTRIA</b>																					
SALZBURG	JET2.COM LTD	S	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	8	
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
<b>TOTAL LARNACA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>	
PAPHOS	JET2.COM LTD	S	10	0	0	10.0	0.0	60.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	31	100.0	0	8	
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>60.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
<b>TOTAL CYPRUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>60.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	17	0	2	0.0	31.6	26.3	15.8	5.3	0.0	0.0	10.5	0.0	0.0	10.5	34	100.0	1	18	
<b>TOTAL PRAGUE</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>31.6</b>	<b>26.3</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>34</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>31.6</b>	<b>26.3</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>34</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>FRANCE</b>																					
GRENOBLE	JET2.COM LTD	S	10	0	0	0.0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	24	50.0	36	8	
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>50.0</b>	<b>36</b>	<b>8</b>	
LIMOGES	RYANAIR	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	4	
<b>TOTAL LIMOGES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
NICE	JET2.COM LTD	S	12	0	0	0.0	41.7	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	12	
<b>TOTAL NICE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>41.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>12</b>	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	30	0	6	2.8	30.6	25.0	5.6	13.9	5.6	0.0	0.0	0.0	0.0	16.7	15	97.2	3	36	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>30</b>	<b>0</b>	<b>6</b>	<b>2.8</b>	<b>30.6</b>	<b>25.0</b>	<b>5.6</b>	<b>13.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>15</b>	<b>97.2</b>	<b>3</b>	<b>36</b>	
PERPIGNAN	AVIATOR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2	
<b>TOTAL PERPIGNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>56</b>	<b>0</b>	<b>6</b>	<b>1.6</b>	<b>27.4</b>	<b>32.3</b>	<b>11.3</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>14</b>	<b>91.9</b>	<b>6</b>	<b>62</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	JET2.COM LTD	S	17	0	1	16.7	22.2	50.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	23	73.7	1	14	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>16.7</b>	<b>22.2</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>23</b>	<b>73.7</b>	<b>1</b>	<b>14</b>	
DUSSELDORF	FLYBE LTD	S	43	0	9	9.6	61.5	3.8	0.0	1.9	5.8	0.0	0.0	0.0	0.0	17.3	8	0.0	0	0	
DUSSELDORF	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	2	54	
<b>TOTAL DUSSELDORF</b>			<b>43</b>	<b>0</b>	<b>9</b>	<b>9.6</b>	<b>61.5</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.3</b>	<b>8</b>	<b>96.3</b>	<b>2</b>	<b>54</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL GERMANY</b>			<b>60</b>	<b>0</b>	<b>10</b>	<b>11.4</b>	<b>51.4</b>	<b>15.7</b>	<b>0.0</b>	<b>1.4</b>	<b>4.3</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>12</b>	<b>90.4</b>	<b>2</b>	<b>68</b>	
<b>GREECE</b>																					
CHANIA	RYANAIR	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2	
<b>TOTAL CHANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
CORFU	RYANAIR	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	2	
<b>TOTAL CORFU</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>TOTAL GREECE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	18	0	0	11.1	16.7	44.4	16.7	0.0	5.6	5.6	0.0	0.0	0.0	0.0	21	83.3	6	17	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.3</b>	<b>6</b>	<b>17</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.3</b>	<b>6</b>	<b>17</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	97	0	17	1.8	40.4	25.4	4.4	2.6	7.0	0.0	2.6	0.9	0.0	14.9	24	81.7	7	116	
DUBLIN	RYANAIR	S	108	0	10	2.5	36.4	33.1	7.6	4.2	2.5	2.5	1.7	0.8	0.0	8.5	19	91.5	5	118	
DUBLIN	Unknown	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
<b>TOTAL DUBLIN</b>			<b>205</b>	<b>0</b>	<b>27</b>	<b>2.2</b>	<b>38.4</b>	<b>29.3</b>	<b>6.0</b>	<b>3.4</b>	<b>4.7</b>	<b>1.3</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>11.6</b>	<b>21</b>	<b>86.6</b>	<b>6</b>	<b>235</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>205</b>	<b>0</b>	<b>27</b>	<b>2.2</b>	<b>38.4</b>	<b>29.3</b>	<b>6.0</b>	<b>3.4</b>	<b>4.7</b>	<b>1.3</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>11.6</b>	<b>21</b>	<b>86.6</b>	<b>6</b>	<b>235</b>	
<b>ITALY</b>																					
NAPLES	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL NAPLES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
PISA	RYANAIR	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6	
<b>TOTAL PISA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>6</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	16	0	3	10.5	31.6	5.3	5.3	0.0	21.1	0.0	10.5	0.0	0.0	15.8	63	94.4	2	18	
<b>TOTAL ROME (FIUMICINO)</b>			<b>16</b>	<b>0</b>	<b>3</b>	<b>10.5</b>	<b>31.6</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>21.1</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>	<b>63</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
TREVISO	RYANAIR	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	2	
<b>TOTAL TREVISO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
VENICE	JET2.COM LTD	S	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL VENICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL ITALY</b>			<b>28</b>	<b>0</b>	<b>3</b>	<b>6.5</b>	<b>35.5</b>	<b>25.8</b>	<b>3.2</b>	<b>0.0</b>	<b>12.9</b>	<b>0.0</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>36</b>	<b>96.7</b>	<b>2</b>	<b>30</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	13	0	5	5.6	16.7	38.9	5.6	0.0	5.6	0.0	0.0	0.0	0.0	27.8	9	94.4	3	18	
<b>TOTAL RIGA</b>			<b>13</b>	<b>0</b>	<b>5</b>	<b>5.6</b>	<b>16.7</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>9</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL LATVIA</b>			<b>13</b>	<b>0</b>	<b>5</b>	<b>5.6</b>	<b>16.7</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>9</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	16	0	2	5.6	33.3	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	66.7	10	18	
<b>TOTAL VILNIUS</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>4</b>	<b>66.7</b>	<b>10</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>4</b>	<b>66.7</b>	<b>10</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	10	0	0	0.0	20.0	30.0	10.0	20.0	0.0	20.0	0.0	0.0	0.0	41	100.0	0	8		
MALTA	RYANAIR	S	15	0	1	0.0	25.0	25.0	12.5	18.8	6.3	0.0	6.3	0.0	6.3	52	88.9	9	18		
<b>TOTAL MALTA</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>23.1</b>	<b>26.9</b>	<b>11.5</b>	<b>19.2</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>48</b>	<b>92.3</b>	<b>6</b>	<b>26</b>		
<b>TOTAL MALTA</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>23.1</b>	<b>26.9</b>	<b>11.5</b>	<b>19.2</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>48</b>	<b>92.3</b>	<b>6</b>	<b>26</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	JET2.COM LTD	S	63	0	7	0.0	41.4	31.4	8.6	4.3	0.0	2.9	0.0	1.4	0.0	10.0	16	91.7	9	72	
AMSTERDAM	KLM	S	146	0	28	1.7	40.8	28.7	7.5	1.7	2.3	0.0	1.1	0.0	0.0	16.1	12	82.0	8	174	
AMSTERDAM	Unknown	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		
<b>TOTAL AMSTERDAM</b>			<b>209</b>	<b>0</b>	<b>35</b>	<b>1.2</b>	<b>41.0</b>	<b>29.5</b>	<b>7.8</b>	<b>2.5</b>	<b>1.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>14.3</b>	<b>13</b>	<b>84.9</b>	<b>8</b>	<b>247</b>	
<b>TOTAL NETHERLANDS</b>			<b>209</b>	<b>0</b>	<b>35</b>	<b>1.2</b>	<b>41.0</b>	<b>29.5</b>	<b>7.8</b>	<b>2.5</b>	<b>1.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>14.3</b>	<b>13</b>	<b>84.9</b>	<b>8</b>	<b>247</b>	
<b>NORWAY</b>																					
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
<b>TOTAL BERGEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>POLAND</b>																					
GDANSK	RYANAIR	S	31	0	3	0.0	32.4	35.3	8.8	2.9	11.8	0.0	0.0	0.0	0.0	8.8	16	91.2	4	34	
<b>TOTAL GDANSK</b>			<b>31</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>32.4</b>	<b>35.3</b>	<b>8.8</b>	<b>2.9</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>16</b>	<b>91.2</b>	<b>4</b>	<b>34</b>	
KRAKOW	RYANAIR	S	31	0	7	2.6	28.9	28.9	7.9	2.6	5.3	5.3	0.0	0.0	0.0	18.4	20	76.5	16	34	
<b>TOTAL KRAKOW</b>			<b>31</b>	<b>0</b>	<b>7</b>	<b>2.6</b>	<b>28.9</b>	<b>28.9</b>	<b>7.9</b>	<b>2.6</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.4</b>	<b>20</b>	<b>76.5</b>	<b>16</b>	<b>34</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	16	0	2	5.6	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0	88.9	4	18		
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0</b>	<b>88.9</b>	<b>4</b>	<b>18</b>		
WROCLAW	RYANAIR	S	18	0	0	11.1	27.8	27.8	16.7	11.1	5.6	0.0	0.0	0.0	0.0	13	0.0	0	0		
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL POLAND</b>			<b>96</b>	<b>0</b>	<b>12</b>	<b>3.7</b>	<b>33.3</b>	<b>31.5</b>	<b>8.3</b>	<b>3.7</b>	<b>6.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>14</b>	<b>84.9</b>	<b>9</b>	<b>86</b>		
<b>PORTUGAL(EXCLUDING</b>																					
FARO	JET2.COM LTD	S	29	0	4	3.0	30.3	21.2	9.1	9.1	6.1	3.0	6.1	0.0	0.0	12.1	34	80.6	18	36	
FARO	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	5	18		
FARO	RYANAIR	S	24	0	2	11.5	7.7	38.5	15.4	3.8	3.8	11.5	0.0	0.0	7.7	28	91.7	6	24		
<b>TOTAL FARO</b>			<b>53</b>	<b>0</b>	<b>6</b>	<b>6.8</b>	<b>20.3</b>	<b>28.8</b>	<b>11.9</b>	<b>6.8</b>	<b>5.1</b>	<b>6.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10.2</b>	<b>31</b>	<b>87.2</b>	<b>11</b>	<b>78</b>	
<b>TOTAL PORTUGAL</b>			<b>53</b>	<b>0</b>	<b>6</b>	<b>6.8</b>	<b>20.3</b>	<b>28.8</b>	<b>11.9</b>	<b>6.8</b>	<b>5.1</b>	<b>6.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10.2</b>	<b>31</b>	<b>87.2</b>	<b>11</b>	<b>78</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	8	75.0	200	8		
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>200</b>	<b>8</b>		
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>200</b>	<b>8</b>		
<b>SLOVAK REPUBLIC</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BRATISLAVA	RYANAIR	S	16	0	2	0.0	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	2	88.9	8	18	
<b>TOTAL BRATISLAVA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>2</b>	<b>88.9</b>	<b>8</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>2</b>	<b>88.9</b>	<b>8</b>	<b>18</b>	
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	51	0	6	7.0	29.8	21.1	7.0	7.0	8.8	1.8	7.0	0.0	0.0	10.5	38	76.9	14	52	
ALICANTE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	6	25	
ALICANTE	RYANAIR	S	45	0	5	12.0	20.0	38.0	4.0	10.0	6.0	0.0	0.0	0.0	0.0	10.0	13	88.0	7	49	
<b>TOTAL ALICANTE</b>			<b>96</b>	<b>0</b>	<b>11</b>	<b>9.3</b>	<b>25.2</b>	<b>29.0</b>	<b>5.6</b>	<b>8.4</b>	<b>7.5</b>	<b>0.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>10.3</b>	<b>26</b>	<b>82.8</b>	<b>10</b>	<b>126</b>	
BARCELONA	JET2.COM LTD	S	35	0	2	10.8	21.6	27.0	10.8	2.7	10.8	2.7	8.1	0.0	0.0	5.4	37	91.7	6	36	
BARCELONA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18	
<b>TOTAL BARCELONA</b>			<b>35</b>	<b>0</b>	<b>2</b>	<b>10.8</b>	<b>21.6</b>	<b>27.0</b>	<b>10.8</b>	<b>2.7</b>	<b>10.8</b>	<b>2.7</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>37</b>	<b>92.6</b>	<b>5</b>	<b>54</b>	
GIRONA	RYANAIR	S	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	7	4	
<b>TOTAL GIRONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>75.0</b>	<b>7</b>	<b>4</b>	
IBIZA	RYANAIR	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4	
<b>TOTAL IBIZA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
MALAGA	JET2.COM LTD	S	46	0	5	9.8	27.5	31.4	3.9	3.9	7.8	0.0	5.9	0.0	0.0	9.8	27	89.1	8	46	
MALAGA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	2	16	
MALAGA	RYANAIR	S	36	0	0	11.1	30.6	19.4	16.7	5.6	8.3	8.3	0.0	0.0	0.0	0.0	27	86.1	13	35	
<b>TOTAL MALAGA</b>			<b>82</b>	<b>0</b>	<b>5</b>	<b>10.3</b>	<b>28.7</b>	<b>26.4</b>	<b>9.2</b>	<b>4.6</b>	<b>8.0</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>27</b>	<b>88.8</b>	<b>9</b>	<b>97</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
MURCIA SAN JAVIER	RYANAIR	S	18	0	0	5.6	16.7	44.4	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	30	100.0	4	4	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>3</b>	<b>6</b>	
PALMA DE MALLORCA	JET2.COM LTD	S	29	0	1	10.0	23.3	40.0	16.7	0.0	0.0	6.7	0.0	0.0	0.0	3.3	15	70.0	15	20	
PALMA DE MALLORCA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
PALMA DE MALLORCA	RYANAIR	S	12	0	0	0.0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	2	10	
<b>TOTAL PALMA DE MALLORCA</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>7.1</b>	<b>21.4</b>	<b>38.1</b>	<b>21.4</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>15</b>	<b>81.3</b>	<b>10</b>	<b>32</b>	
<b>TOTAL SPAIN</b>			<b>282</b>	<b>0</b>	<b>19</b>	<b>9.6</b>	<b>24.6</b>	<b>30.9</b>	<b>9.0</b>	<b>6.3</b>	<b>7.0</b>	<b>3.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>26</b>	<b>86.5</b>	<b>8</b>	<b>323</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	36	0	4	15.0	17.5	27.5	10.0	7.5	7.5	0.0	2.5	2.5	0.0	10.0	67	70.6	16	34	
ARRECIFE	RYANAIR	S	25	0	3	14.3	25.0	14.3	14.3	3.6	10.7	3.6	0.0	3.6	0.0	10.7	46	69.2	16	26	
<b>TOTAL ARRECIFE</b>			<b>61</b>	<b>0</b>	<b>7</b>	<b>14.7</b>	<b>20.6</b>	<b>22.1</b>	<b>11.8</b>	<b>5.9</b>	<b>8.8</b>	<b>1.5</b>	<b>1.5</b>	<b>2.9</b>	<b>0.0</b>	<b>10.3</b>	<b>58</b>	<b>70.0</b>	<b>16</b>	<b>60</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	22.2	27.8	27.8	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	50.0	25	9	
FUERTEVENTURA	RYANAIR	S	15	0	2	0.0	23.5	58.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	11.8	8	83.3	9	18	
<b>TOTAL FUERTEVENTURA</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>11.4</b>	<b>25.7</b>	<b>42.9</b>	<b>8.6</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>8</b>	<b>71.4</b>	<b>14</b>	<b>27</b>	
LAS PALMAS	JET2.COM LTD	S	25	0	1	11.5	23.1	30.8	7.7	11.5	11.5	0.0	0.0	0.0	0.0	3.8	21	75.0	15	24	



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LAS PALMAS	RYANAIR	S	14	0	4	16.7	11.1	22.2	11.1	5.6	11.1	0.0	0.0	0.0	0.0	22.2	20	94.4	4	18	
<b>TOTAL LAS PALMAS</b>			<b>39</b>	<b>0</b>	<b>5</b>	<b>13.6</b>	<b>18.2</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.4</b>	<b>21</b>	<b>83.3</b>	<b>10</b>	<b>42</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	49	0	5	11.1	18.5	33.3	7.4	5.6	3.7	3.7	7.4	0.0	0.0	9.3	32	82.6	8	46	
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	7	20	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	2	3.6	17.9	35.7	17.9	3.6	10.7	0.0	0.0	3.6	0.0	7.1	43	73.1	17	26	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	9	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	10	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>84</b>	<b>0</b>	<b>7</b>	<b>11.0</b>	<b>19.8</b>	<b>33.0</b>	<b>11.0</b>	<b>4.4</b>	<b>5.5</b>	<b>2.2</b>	<b>4.4</b>	<b>1.1</b>	<b>0.0</b>	<b>7.7</b>	<b>33</b>	<b>82.4</b>	<b>9</b>	<b>102</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>217</b>	<b>0</b>	<b>21</b>	<b>12.6</b>	<b>20.6</b>	<b>30.3</b>	<b>10.5</b>	<b>5.0</b>	<b>7.6</b>	<b>1.3</b>	<b>2.1</b>	<b>1.3</b>	<b>0.0</b>	<b>8.8</b>	<b>34</b>	<b>78.0</b>	<b>12</b>	<b>231</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.9	15	32	
GENEVA	JET2.COM LTD	S	58	0	6	1.6	17.2	32.8	10.9	9.4	9.4	3.1	6.3	0.0	0.0	9.4	42	75.0	14	52	
<b>TOTAL GENEVA</b>			<b>58</b>	<b>0</b>	<b>6</b>	<b>1.6</b>	<b>17.2</b>	<b>32.8</b>	<b>10.9</b>	<b>9.4</b>	<b>9.4</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>42</b>	<b>73.8</b>	<b>14</b>	<b>84</b>	
<b>TOTAL SWITZERLAND</b>			<b>58</b>	<b>0</b>	<b>6</b>	<b>1.6</b>	<b>17.2</b>	<b>32.8</b>	<b>10.9</b>	<b>9.4</b>	<b>9.4</b>	<b>3.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>42</b>	<b>73.8</b>	<b>14</b>	<b>84</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	93	0	39	1.5	21.2	22.7	6.8	8.3	6.1	3.0	0.8	0.0	0.0	29.5	25	89.7	6	114	
<b>TOTAL ABERDEEN</b>			<b>93</b>	<b>0</b>	<b>39</b>	<b>1.5</b>	<b>21.2</b>	<b>22.7</b>	<b>6.8</b>	<b>8.3</b>	<b>6.1</b>	<b>3.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>29.5</b>	<b>25</b>	<b>89.7</b>	<b>6</b>	<b>114</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	227	0	27	3.1	45.7	22.8	4.3	7.9	3.1	2.0	0.4	0.0	0.0	10.6	14	98.3	2	231	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>227</b>	<b>0</b>	<b>27</b>	<b>3.1</b>	<b>45.7</b>	<b>22.8</b>	<b>4.3</b>	<b>7.9</b>	<b>3.1</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>10.6</b>	<b>14</b>	<b>98.3</b>	<b>2</b>	<b>231</b>	
BRISTOL	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BRISTOL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
DURHAM TEES VALLEY	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	2	
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>25</b>	<b>2</b>	
GLASGOW	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.3	12	80	
<b>TOTAL GLASGOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>79.3</b>	<b>12</b>	<b>80</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	0	0	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	90.9	1	20	

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>90.9</b>	<b>1</b>	<b>20</b>
HEATHROW	BRITISH AIRWAYS PLC	S	93	0	15	7.4	43.5	20.4	5.6	6.5	1.9	0.0	0.9	0.0	0.0	13.9	11	88.1	5	176
<b>TOTAL HEATHROW</b>			<b>93</b>	<b>0</b>	<b>15</b>	<b>7.4</b>	<b>43.5</b>	<b>20.4</b>	<b>5.6</b>	<b>6.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>13.9</b>	<b>11</b>	<b>88.1</b>	<b>5</b>	<b>176</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
MANCHESTER	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1
<b>TOTAL MANCHESTER</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>46</b>	<b>1</b>
NEWCASTLE	EASTERN AIRWAYS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	FLYBE LTD	S	22	0	4	0.0	23.1	46.2	11.5	0.0	3.8	0.0	0.0	0.0	0.0	15.4	10	100.0	2	28
<b>TOTAL NEWQUAY</b>			<b>22</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>23.1</b>	<b>46.2</b>	<b>11.5</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>10</b>	<b>100.0</b>	<b>2</b>	<b>28</b>
NORWICH	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	77	0.0	0	0
<b>TOTAL NORWICH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	130	0	44	19.0	13.8	20.1	7.5	8.6	4.6	0.6	0.6	0.0	0.0	25.3	17	93.3	2	162
<b>TOTAL SOUTHAMPTON</b>			<b>130</b>	<b>0</b>	<b>44</b>	<b>19.0</b>	<b>13.8</b>	<b>20.1</b>	<b>7.5</b>	<b>8.6</b>	<b>4.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25.3</b>	<b>17</b>	<b>93.3</b>	<b>2</b>	<b>162</b>
<b>TOTAL UNITED KINGDOM</b>			<b>569</b>	<b>0</b>	<b>133</b>	<b>7.3</b>	<b>31.6</b>	<b>22.5</b>	<b>6.1</b>	<b>7.5</b>	<b>4.0</b>	<b>1.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18.9</b>	<b>16</b>	<b>91.6</b>	<b>4</b>	<b>815</b>
<b>TOTAL LEEDS BRADFORD</b>			<b>1976</b>	<b>0</b>	<b>290</b>	<b>6.4</b>	<b>30.6</b>	<b>28.2</b>	<b>7.7</b>	<b>5.8</b>	<b>4.9</b>	<b>1.7</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>12.8</b>	<b>21</b>	<b>87.3</b>	<b>8</b>	<b>2405</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>AUSTRIA</b>																					
SALZBURG	EASYJET AIRLINE COMPANY LTD	S	10	0	0	10.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	5	8	
<b>TOTAL SALZBURG</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>87.5</b>	<b>5</b>	<b>8</b>	
<b>BULGARIA</b>																					
SOFIA	RYANAIR	S	18	0	0	5.6	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	17	18	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>44.4</b>	<b>17</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>44.4</b>	<b>17</b>	<b>18</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CAPE VERDE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	55.6	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.8	8	16	
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>93.8</b>	<b>8</b>	<b>16</b>	
<b>TOTAL CYPRUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.6</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>93.8</b>	<b>8</b>	<b>16</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	34	0	0	0.0	35.3	44.1	5.9	11.8	0.0	2.9	0.0	0.0	0.0	0.0	10	50.0	11	8	
<b>TOTAL PRAGUE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>44.1</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>11</b>	<b>8</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>44.1</b>	<b>5.9</b>	<b>11.8</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>11</b>	<b>8</b>	
<b>DENMARK</b>																					
ODENSE	SUN AIR OF SCANDINAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	2	
<b>TOTAL ODENSE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>2</b>	
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>2</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	1	14	
<b>TOTAL BERGERAC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>1</b>	<b>14</b>	
CHAMBERY	GAINJET AVIATION	C	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	116	0.0	0	0	
<b>TOTAL CHAMBERY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>116</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	10	0	0	10.0	60.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	8	50.0	44	8	
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>44</b>	<b>8</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	50	0	0	8.0	46.0	26.0	10.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	8	81.8	13	44	
<b>TOTAL NICE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>46.0</b>	<b>26.0</b>	<b>10.0</b>	<b>8.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.8</b>	<b>13</b>	<b>44</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	46	0	2	0.0	31.3	39.6	14.6	10.4	0.0	0.0	0.0	0.0	0.0	4.2	10	85.4	16	48	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>31.3</b>	<b>39.6</b>	<b>14.6</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>10</b>	<b>85.4</b>	<b>16</b>	<b>48</b>	
PERPIGNAN	CARPATAIR	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
PERPIGNAN	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL PERPIGNAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>37.9</b>	<b>31.9</b>	<b>11.2</b>	<b>9.5</b>	<b>1.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>11</b>	<b>82.2</b>	<b>15</b>	<b>116</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	6.8	54.5	20.5	2.3	4.5	6.8	4.5	0.0	0.0	0.0	0.0	18	83.0	7	45	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>54.5</b>	<b>20.5</b>	<b>2.3</b>	<b>4.5</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.0</b>	<b>7</b>	<b>45</b>	
BUHEL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BUCHEL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
DRESDEN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
<b>TOTAL DRESDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
DUSSELDORF	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HAMBURG	BLUE AIR TRANSPORT AERIAN	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	22	2	
<b>TOTAL HAMBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>22</b>	<b>2</b>	
<b>TOTAL GERMANY</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>53.3</b>	<b>20.0</b>	<b>4.4</b>	<b>4.4</b>	<b>6.7</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.8</b>	<b>8</b>	<b>50</b>	
<b>HUNGARY</b>																					
BUDAPEST	WIZZ AIR	S	20	0	0	0.0	35.0	60.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	7	18	
<b>TOTAL BUDAPEST</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>60.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>TOTAL HUNGARY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>60.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
CORK	RYANAIR	S	39	0	3	7.1	31.0	42.9	9.5	2.4	0.0	0.0	0.0	0.0	0.0	7.1	5	97.6	2	41	
<b>TOTAL CORK</b>			<b>40</b>	<b>0</b>	<b>3</b>	<b>7.0</b>	<b>30.2</b>	<b>44.2</b>	<b>9.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>5</b>	<b>97.6</b>	<b>2</b>	<b>41</b>	
DUBLIN	RYANAIR	S	205	0	12	3.7	40.6	33.2	9.7	4.1	1.8	0.5	0.9	0.0	0.0	5.5	10	90.5	4	220	
<b>TOTAL DUBLIN</b>			<b>205</b>	<b>0</b>	<b>12</b>	<b>3.7</b>	<b>40.6</b>	<b>33.2</b>	<b>9.7</b>	<b>4.1</b>	<b>1.8</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>10</b>	<b>90.5</b>	<b>4</b>	<b>220</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	50	0	2	7.7	48.1	25.0	5.8	3.8	3.8	0.0	1.9	0.0	0.0	3.8	10	96.2	2	52	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>48.1</b>	<b>25.0</b>	<b>5.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>10</b>	<b>96.2</b>	<b>2</b>	<b>52</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>295</b>	<b>0</b>	<b>17</b>	<b>4.8</b>	<b>40.4</b>	<b>33.3</b>	<b>9.0</b>	<b>3.8</b>	<b>1.9</b>	<b>0.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>9</b>	<b>92.3</b>	<b>4</b>	<b>313</b>	
<b>ITALY</b>																					
BARI (PALESE)	RYANAIR	S	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	2	
<b>TOTAL BARI (PALESE)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
BERGAMO	BLUE AIR TRANSPORT AERIAN	S	18	0	0	0.0	38.9	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	2	

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BERGAMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
MILAN (MALPENSA)	RYANAIR	S	28	0	0	0.0	7.1	39.3	21.4	25.0	7.1	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>39.3</b>	<b>21.4</b>	<b>25.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4
<b>TOTAL NAPLES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
PISA	RYANAIR	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	18
<b>TOTAL PISA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>10</b>	<b>18</b>
ROME (FIUMICINO)	BLUE AIR TRANSPORT AERIAN	S	50	0	0	0.0	28.0	66.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	5	12
<b>TOTAL ROME (FIUMICINO)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.0</b>	<b>66.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.3</b>	<b>5</b>	<b>12</b>
VENICE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	38.9	27.8	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL VENICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>27.8</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>24.6</b>	<b>51.6</b>	<b>7.9</b>	<b>7.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>78.9</b>	<b>6</b>	<b>38</b>
<b>LATVIA</b>																				
RIGA	WIZZ AIR	S	12	0	0	16.7	25.0	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	13	18
<b>TOTAL RIGA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>13</b>	<b>18</b>
<b>TOTAL LATVIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>13</b>	<b>18</b>
<b>LITHUANIA</b>																				
VILNIUS	RYANAIR	S	18	0	0	5.6	22.2	50.0	5.6	0.0	16.7	0.0	0.0	0.0	0.0	0.0	18	93.8	6	16
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>93.8</b>	<b>6</b>	<b>16</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>5.6</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>93.8</b>	<b>6</b>	<b>16</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	19	0	0	5.3	15.8	57.9	5.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	11	77.8	8	18
<b>TOTAL MALTA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>15.8</b>	<b>57.9</b>	<b>5.3</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
<b>TOTAL MALTA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>15.8</b>	<b>57.9</b>	<b>5.3</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.8</b>	<b>8</b>	<b>18</b>
<b>MOROCCO</b>																				
MARRAKESH	RYANAIR	S	18	0	0	11.1	33.3	50.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	7	18
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.3</b>	<b>7</b>	<b>18</b>
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.3</b>	<b>7</b>	<b>18</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	136	0	6	5.6	51.4	27.5	3.5	5.6	0.7	0.0	0.7	0.7	0.0	4.2	17	85.2	10	155
<b>TOTAL AMSTERDAM</b>			<b>136</b>	<b>0</b>	<b>6</b>	<b>5.6</b>	<b>51.4</b>	<b>27.5</b>	<b>3.5</b>	<b>5.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>4.2</b>	<b>17</b>	<b>85.2</b>	<b>10</b>	<b>155</b>
<b>TOTAL NETHERLANDS</b>			<b>136</b>	<b>0</b>	<b>6</b>	<b>5.6</b>	<b>51.4</b>	<b>27.5</b>	<b>3.5</b>	<b>5.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>4.2</b>	<b>17</b>	<b>85.2</b>	<b>10</b>	<b>155</b>
<b>NORWAY</b>																				
STAVANGER	WIDEROE FLYVESELSKAP A/S	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
<b>TOTAL STAVANGER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>
<b>TOTAL NORWAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>POLAND</b>																					
GDANSK	WIZZ AIR	S	28	0	0	0.0	7.1	57.1	7.1	14.3	7.1	3.6	3.6	0.0	0.0	0.0	29	80.0	7	30	
<b>TOTAL GDANSK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>57.1</b>	<b>7.1</b>	<b>14.3</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>80.0</b>	<b>7</b>	<b>30</b>	
KATOWICE	WIZZ AIR	S	20	0	0	10.0	15.0	65.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	68.8	38	16	
<b>TOTAL KATOWICE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>15.0</b>	<b>65.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>68.8</b>	<b>38</b>	<b>16</b>	
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	26	0	0	7.7	46.2	23.1	19.2	0.0	0.0	0.0	3.8	0.0	0.0	0.0	12	88.5	5	26	
KRAKOW	RYANAIR	S	30	0	0	3.3	26.7	30.0	23.3	6.7	6.7	0.0	3.3	0.0	0.0	0.0	22	85.7	6	28	
<b>TOTAL KRAKOW</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>35.7</b>	<b>26.8</b>	<b>21.4</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.0</b>	<b>5</b>	<b>54</b>	
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	18	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>66.7</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
POZNAN	RYANAIR	S	18	0	0	5.6	33.3	27.8	16.7	11.1	0.0	0.0	5.6	0.0	0.0	0.0	23	100.0	0	24	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>27.8</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>100.0</b>	<b>0</b>	<b>24</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	18	0	0	5.6	27.8	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	18	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	21	0	0	0.0	23.8	61.9	4.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	19	18	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.8</b>	<b>61.9</b>	<b>4.8</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>19</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	35	0	0	8.6	28.6	42.9	14.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	7	88.2	5	34	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>28.6</b>	<b>42.9</b>	<b>14.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.2</b>	<b>5</b>	<b>34</b>	
WROCLAW	RYANAIR	S	20	0	0	5.0	40.0	35.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	26	
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>40.0</b>	<b>35.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>26</b>	
<b>TOTAL POLAND</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>26.1</b>	<b>44.9</b>	<b>13.7</b>	<b>6.0</b>	<b>2.6</b>	<b>0.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.3</b>	<b>7</b>	<b>220</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	43	0	0	11.6	53.5	25.6	0.0	7.0	0.0	2.3	0.0	0.0	0.0	0.0	8	78.6	19	42	
FARO	RYANAIR	S	28	0	1	10.3	51.7	27.6	0.0	6.9	0.0	0.0	0.0	0.0	0.0	3.4	3	76.9	14	26	
<b>TOTAL FARO</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>11.1</b>	<b>52.8</b>	<b>26.4</b>	<b>0.0</b>	<b>6.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>6</b>	<b>77.9</b>	<b>17</b>	<b>68</b>	
LISBON	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	53.8	34.6	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	89.3	7	28	
LISBON	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL LISBON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>51.9</b>	<b>37.0</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>89.3</b>	<b>7</b>	<b>28</b>	
OPORTO (PORTUGAL)	ENTER AIR	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
OPORTO (PORTUGAL)	HI FLY	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	18	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.9</b>	<b>50.0</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>6.6</b>	<b>50.4</b>	<b>33.1</b>	<b>1.7</b>	<b>5.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>6</b>	<b>81.6</b>	<b>13</b>	<b>114</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>ROMANIA</b>																					
BACAU	BLUE AIR TRANSPORT AERIAN	S	18	0	0	16.7	38.9	33.3	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	24	61.1	27	18	
<b>TOTAL BACAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>61.1</b>	<b>27</b>	<b>18</b>	
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	32	0	0	15.6	46.9	28.1	9.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	78.4	25	37	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>46.9</b>	<b>28.1</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>78.4</b>	<b>25</b>	<b>37</b>	
CLUJ NAPOCA	BLUE AIR TRANSPORT AERIAN	S	16	0	0	0.0	18.8	50.0	6.3	12.5	0.0	0.0	12.5	0.0	0.0	0.0	32	87.5	5	16	
<b>TOTAL CLUJ NAPOCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>50.0</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
CRAIOVA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
<b>TOTAL CRAIOVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
<b>TOTAL ROMANIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>37.9</b>	<b>34.8</b>	<b>6.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.3</b>	<b>20</b>	<b>75</b>	
<b>SPAIN</b>																					
ALICANTE	BLUE AIR TRANSPORT AERIAN	S	28	0	0	0.0	14.3	50.0	21.4	10.7	3.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	60	0	2	17.7	35.5	27.4	4.8	6.5	4.8	0.0	0.0	0.0	0.0	3.2	10	75.4	18	61	
ALICANTE	RYANAIR	S	54	0	2	5.4	25.0	50.0	10.7	5.4	0.0	0.0	0.0	0.0	3.6	7	86.3	11	51		
<b>TOTAL ALICANTE</b>			<b>142</b>	<b>0</b>	<b>4</b>	<b>9.6</b>	<b>27.4</b>	<b>40.4</b>	<b>10.3</b>	<b>6.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>10</b>	<b>80.4</b>	<b>15</b>	<b>112</b>	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	68	0	0	19.1	47.1	23.5	2.9	1.5	5.9	0.0	0.0	0.0	0.0	0.0	7	78.6	15	70	
BARCELONA	RYANAIR	S	40	0	0	0.0	30.0	50.0	12.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	13	40	
<b>TOTAL BARCELONA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>40.7</b>	<b>33.3</b>	<b>6.5</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.1</b>	<b>14</b>	<b>110</b>	
GIRONA	RYANAIR	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	4	
<b>TOTAL GIRONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>2</b>	<b>4</b>	
IBIZA	RYANAIR	S	6	0	0	16.7	0.0	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	4	
<b>TOTAL IBIZA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>0.0</b>	<b>66.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	42	0	0	7.1	26.2	47.6	9.5	4.8	2.4	0.0	2.4	0.0	0.0	0.0	14	72.6	17	62	
<b>TOTAL MADRID</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>26.2</b>	<b>47.6</b>	<b>9.5</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.6</b>	<b>17</b>	<b>62</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	56	0	0	21.4	51.8	16.1	5.4	1.8	1.8	0.0	1.8	0.0	0.0	0.0	9	85.7	9	56	
MALAGA	RYANAIR	S	49	0	0	10.2	26.5	55.1	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	5	89.4	7	47	
<b>TOTAL MALAGA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>40.0</b>	<b>34.3</b>	<b>4.8</b>	<b>2.9</b>	<b>1.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.4</b>	<b>8</b>	<b>103</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	25	0	0	32.0	52.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	19	18	
PALMA DE MALLORCA	RYANAIR	S	14	0	0	7.1	42.9	35.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	12	
<b>TOTAL PALMA DE MALLORCA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>48.7</b>	<b>23.1</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>80.0</b>	<b>11</b>	<b>30</b>	
REUS	RYANAIR	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4	
<b>TOTAL REUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
<b>TOTAL SPAIN</b>			<b>450</b>	<b>0</b>	<b>4</b>	<b>12.6</b>	<b>34.4</b>	<b>37.4</b>	<b>7.5</b>	<b>4.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>81.1</b>	<b>13</b>	<b>429</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017				
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	25	0	0	12.0	44.0	24.0	12.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	12	77.8	27	18	
ARRECIFE	RYANAIR	S	20	0	0	30.0	35.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	10	18	
<b>TOTAL ARRECIFE</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>26.7</b>	<b>8.9</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>72.2</b>	<b>19</b>	<b>36</b>	
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	18.8	18.8	43.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	19	18	
FUERTEVENTURA	RYANAIR	S	12	0	0	0.0	8.3	50.0	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	18	83.3	14	12	
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>14.3</b>	<b>46.4</b>	<b>10.7</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.3</b>	<b>17</b>	<b>30</b>	
LAS PALMAS	RYANAIR	S	6	0	0	16.7	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	70.0	17	10	
<b>TOTAL LAS PALMAS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>70.0</b>	<b>17</b>	<b>10</b>	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	12	0	0	16.7	16.7	58.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	6	12	
TENERIFE (SURREINA SOFIA)	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	27	2	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>15.4</b>	<b>61.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>78.6</b>	<b>9</b>	<b>14</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>27.2</b>	<b>39.1</b>	<b>9.8</b>	<b>5.4</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>73.3</b>	<b>17</b>	<b>90</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET AIRLINE COMPANY LTD	S	145	0	7	7.2	44.1	25.7	6.6	7.2	1.3	1.3	2.0	0.0	0.0	4.6	14	87.5	6	160	
GENEVA	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
<b>TOTAL GENEVA</b>			<b>145</b>	<b>0</b>	<b>7</b>	<b>7.2</b>	<b>44.1</b>	<b>25.7</b>	<b>6.6</b>	<b>7.2</b>	<b>1.3</b>	<b>1.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>14</b>	<b>87.0</b>	<b>6</b>	<b>161</b>	
<b>TOTAL SWITZERLAND</b>			<b>145</b>	<b>0</b>	<b>7</b>	<b>7.2</b>	<b>44.1</b>	<b>25.7</b>	<b>6.6</b>	<b>7.2</b>	<b>1.3</b>	<b>1.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>14</b>	<b>87.0</b>	<b>6</b>	<b>161</b>	
<b>TURKEY</b>																					
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	22	2	
<b>TOTAL BODRUM (MILAS)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>22</b>	<b>2</b>	
<b>TOTAL TURKEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>22</b>	<b>2</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1	
<b>TOTAL ABERDEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>60</b>	<b>1</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	38	0	2	0.0	20.0	47.5	5.0	15.0	0.0	7.5	0.0	0.0	0.0	5.0	22	95.8	3	48	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</b>	<b>47.5</b>	<b>5.0</b>	<b>15.0</b>	<b>0.0</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>22</b>	<b>95.8</b>	<b>3</b>	<b>48</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	342	0	2	1.2	62.5	16.9	7.6	7.0	2.9	1.5	0.0	0.0	0.0	0.6	10	86.0	9	349	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>342</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>62.5</b>	<b>16.9</b>	<b>7.6</b>	<b>7.0</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>86.0</b>	<b>9</b>	<b>349</b>	
BIGGIN HILL	MALETH AERO	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL BIGGIN HILL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BIRMINGHAM	AER LINGUS	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
BIRMINGHAM	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CITY OF DERRY (EGLINTON)	RYANAIR	S	34	0	0	5.9	29.4	58.8	0.0	2.9	2.9	0.0	0.0	0.0	0.0	0.0	6	100.0	1	38	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>58.8</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>38</b>	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	0.0	0	0	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	BMI REGIONAL	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
GATWICK	GAINJET AVIATION	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	86	0	4	12.2	54.4	16.7	4.4	3.3	2.2	1.1	1.1	0.0	0.0	4.4	10	80.5	9	84	
ISLE OF MAN	FLYBE LTD	S	217	0	3	2.7	33.2	47.7	4.5	5.0	3.6	1.8	0.0	0.0	0.0	1.4	10	86.6	5	220	
<b>TOTAL ISLE OF MAN</b>			<b>303</b>	<b>0</b>	<b>7</b>	<b>5.5</b>	<b>39.4</b>	<b>38.7</b>	<b>4.5</b>	<b>4.5</b>	<b>3.2</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>10</b>	<b>84.9</b>	<b>6</b>	<b>304</b>	
JERSEY	EASYJET AIRLINE COMPANY LTD	S	68	0	2	2.9	50.0	31.4	10.0	1.4	1.4	0.0	0.0	0.0	0.0	2.9	6	64.5	25	71	
<b>TOTAL JERSEY</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>50.0</b>	<b>31.4</b>	<b>10.0</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>6</b>	<b>64.5</b>	<b>25</b>	<b>71</b>	
LUTON	CELLO AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
LUTON	EASTERN AIRWAYS	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
LUTON	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL LUTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>	
MANCHESTER	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	2	
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>34</b>	<b>2</b>	
NEWCASTLE	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	103	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>103</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWQUAY	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL NEWQUAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>796</b>	<b>0</b>	<b>13</b>	<b>3.1</b>	<b>48.5</b>	<b>30.0</b>	<b>6.3</b>	<b>5.8</b>	<b>3.0</b>	<b>1.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>84.7</b>	<b>9</b>	<b>817</b>	
<b>TOTAL LIVERPOOL (JOHN)</b>			<b>2791</b>	<b>0</b>	<b>50</b>	<b>6.5</b>	<b>40.2</b>	<b>35.0</b>	<b>7.4</b>	<b>5.6</b>	<b>2.2</b>	<b>0.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>10</b>	<b>83.9</b>	<b>10</b>	<b>2721</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>BELGIUM</b>																					
ANTWERP	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.0	14	167		
ANTWERP	TYROLEAN AIRWAYS	S	151	0	9	3.8	64.4	18.8	5.0	2.5	0.0	0.0	0.0	0.0	5.6	3	0.0	0	0		
<b>TOTAL ANTWERP</b>			<b>151</b>	<b>0</b>	<b>9</b>	<b>3.8</b>	<b>64.4</b>	<b>18.8</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>3</b>	<b>88.0</b>	<b>14</b>	<b>167</b>		
BRUSSELS	ALITALIA (CAI)	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL BRUSSELS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL BELGIUM</b>			<b>152</b>	<b>0</b>	<b>9</b>	<b>3.7</b>	<b>64.0</b>	<b>19.3</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>3</b>	<b>88.0</b>	<b>14</b>	<b>167</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	BA CITYFLYER LTD	S	50	0	2	7.7	46.2	30.8	7.7	0.0	3.8	0.0	0.0	0.0	3.8	8	0.0	0	0		
<b>TOTAL PRAGUE</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>46.2</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>46.2</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>DENMARK</b>																					
BILLUND	BA CITYFLYER LTD	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
BILLUND	SUN AIR OF SCANDINAVIA	S	82	0	0	1.2	65.9	22.0	7.3	1.2	0.0	2.4	0.0	0.0	0.0	7	77.0	13	100		
<b>TOTAL BILLUND</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>64.3</b>	<b>21.4</b>	<b>7.1</b>	<b>1.2</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>7</b>	<b>77.0</b>	<b>13</b>	<b>100</b>		
<b>TOTAL DENMARK</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>64.3</b>	<b>21.4</b>	<b>7.1</b>	<b>1.2</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>7</b>	<b>77.0</b>	<b>13</b>	<b>100</b>		
<b>FRANCE</b>																					
CHAMBERY	BA CITYFLYER LTD	S	14	0	2	0.0	6.3	18.8	25.0	25.0	12.5	0.0	0.0	0.0	12.5	29	77.8	9	18		
<b>TOTAL CHAMBERY</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>6.3</b>	<b>18.8</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>29</b>	<b>77.8</b>	<b>9</b>	<b>18</b>		
NANTES	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	28		
<b>TOTAL NANTES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>11</b>	<b>28</b>		
NICE	BA CITYFLYER LTD	S	52	0	5	3.5	29.8	31.6	10.5	14.0	1.8	0.0	0.0	0.0	8.8	13	62.3	20	53		
<b>TOTAL NICE</b>			<b>52</b>	<b>0</b>	<b>5</b>	<b>3.5</b>	<b>29.8</b>	<b>31.6</b>	<b>10.5</b>	<b>14.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>13</b>	<b>62.3</b>	<b>20</b>	<b>53</b>		
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.8	8	37		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.8</b>	<b>8</b>	<b>37</b>		
PARIS (ORLY)	BA CITYFLYER LTD	S	134	0	12	24.7	45.2	11.6	3.4	2.7	3.4	0.0	0.7	0.0	0.0	8.2	8	0.0	0		
PARIS (ORLY)	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.4	16	158		
<b>TOTAL PARIS (ORLY)</b>			<b>134</b>	<b>0</b>	<b>12</b>	<b>24.7</b>	<b>45.2</b>	<b>11.6</b>	<b>3.4</b>	<b>2.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>8</b>	<b>68.4</b>	<b>16</b>	<b>158</b>	
<b>TOTAL FRANCE</b>			<b>200</b>	<b>0</b>	<b>19</b>	<b>17.4</b>	<b>38.4</b>	<b>17.4</b>	<b>6.8</b>	<b>7.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>11</b>	<b>70.4</b>	<b>15</b>	<b>294</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BA CITYFLYER LTD	S	138	0	5	4.9	35.0	31.5	11.9	7.0	3.5	1.4	1.4	0.0	0.0	3.5	16	55.9	23	127	
<b>TOTAL BERLIN (TEGEL)</b>			<b>138</b>	<b>0</b>	<b>5</b>	<b>4.9</b>	<b>35.0</b>	<b>31.5</b>	<b>11.9</b>	<b>7.0</b>	<b>3.5</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>16</b>	<b>55.9</b>	<b>23</b>	<b>127</b>	
DUSSELDORF	BA CITYFLYER LTD	S	180	0	6	4.8	47.8	17.7	10.8	11.3	2.2	1.1	1.1	0.0	0.0	3.2	14	78.6	13	187	
DUSSELDORF	FLYBE LTD	S	122	0	15	3.6	41.6	21.2	10.2	8.0	4.4	0.0	0.0	0.0	0.0	10.9	12	78.8	13	151	
<b>TOTAL DUSSELDORF</b>			<b>302</b>	<b>0</b>	<b>21</b>	<b>4.3</b>	<b>45.2</b>	<b>19.2</b>	<b>10.5</b>	<b>9.9</b>	<b>3.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>13</b>	<b>78.7</b>	<b>13</b>	<b>338</b>	
FRANKFURT MAIN	BA CITYFLYER LTD	S	194	0	8	3.5	44.6	27.2	13.4	6.4	1.0	0.0	0.0	0.0	0.0	4.0	8	76.8	12	177	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
FRANKFURT MAIN	LUFTHANSA	S	144	0	10	0.0	27.9	51.3	9.1	4.5	0.6	0.0	0.0	0.0	0.0	6.5	8	72.9	13	177	
<b>TOTAL FRANKFURT MAIN</b>			<b>338</b>	<b>0</b>	<b>18</b>	<b>2.0</b>	<b>37.4</b>	<b>37.6</b>	<b>11.5</b>	<b>5.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>8</b>	<b>74.9</b>	<b>12</b>	<b>354</b>	
HAMBURG	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	119	
<b>TOTAL HAMBURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>7</b>	<b>119</b>	
<b>TOTAL GERMANY</b>			<b>778</b>	<b>0</b>	<b>44</b>	<b>3.4</b>	<b>40.0</b>	<b>29.3</b>	<b>11.2</b>	<b>7.5</b>	<b>2.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>12</b>	<b>75.1</b>	<b>14</b>	<b>938</b>	
<b>ICELAND</b>																					
KEFLAVIK	BA CITYFLYER LTD	S	14	0	0	7.1	28.6	28.6	21.4	0.0	0.0	0.0	14.3	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>28.6</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>28.6</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	BA CITYFLYER LTD	S	275	0	28	7.3	38.6	25.7	8.6	6.3	3.3	1.0	0.0	0.0	0.0	9.2	11	78.1	11	279	
DUBLIN	CITY JET	S	323	0	34	5.6	30.8	32.8	11.2	7.3	2.5	0.3	0.0	0.0	0.0	9.5	11	72.8	18	357	
<b>TOTAL DUBLIN</b>			<b>598</b>	<b>0</b>	<b>62</b>	<b>6.4</b>	<b>34.4</b>	<b>29.5</b>	<b>10.0</b>	<b>6.8</b>	<b>2.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>11</b>	<b>75.2</b>	<b>15</b>	<b>636</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>598</b>	<b>0</b>	<b>62</b>	<b>6.4</b>	<b>34.4</b>	<b>29.5</b>	<b>10.0</b>	<b>6.8</b>	<b>2.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>11</b>	<b>75.2</b>	<b>15</b>	<b>636</b>	
<b>ITALY</b>																					
FLORENCE	BA CITYFLYER LTD	S	64	0	5	5.8	29.0	31.9	10.1	13.0	0.0	0.0	2.9	0.0	0.0	7.2	18	80.7	14	57	
FLORENCE	CITY JET	S	13	0	0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	70.2	27	47	
<b>TOTAL FLORENCE</b>			<b>77</b>	<b>0</b>	<b>5</b>	<b>9.8</b>	<b>30.5</b>	<b>31.7</b>	<b>8.5</b>	<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>15</b>	<b>76.0</b>	<b>20</b>	<b>104</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	237	0	10	8.5	34.0	33.2	13.0	4.5	1.2	0.4	1.2	0.0	0.0	4.0	12	82.0	11	250	
MILAN (LINATE)	BA CITYFLYER LTD	S	171	0	12	16.4	31.1	25.7	8.2	4.9	3.8	2.2	0.5	0.5	0.0	6.6	17	0.0	0	0	
MILAN (LINATE)	SUN AIR OF SCANDINAVIA	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MILAN (LINATE)</b>			<b>409</b>	<b>0</b>	<b>22</b>	<b>11.8</b>	<b>32.9</b>	<b>29.9</b>	<b>10.9</b>	<b>4.6</b>	<b>2.3</b>	<b>1.2</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>5.1</b>	<b>14</b>	<b>82.0</b>	<b>11</b>	<b>250</b>	
PISA	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2	
<b>TOTAL PISA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	S	41	0	0	7.3	46.3	31.7	12.2	0.0	0.0	0.0	2.4	0.0	0.0	0.0	13	65.4	20	52	
<b>TOTAL ROME (FIUMICINO)</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>46.3</b>	<b>31.7</b>	<b>12.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.4</b>	<b>20</b>	<b>52</b>	
VENICE	BA CITYFLYER LTD	S	6	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	12	4	
<b>TOTAL VENICE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>50.0</b>	<b>12</b>	<b>4</b>	
<b>TOTAL ITALY</b>			<b>533</b>	<b>0</b>	<b>27</b>	<b>11.1</b>	<b>33.8</b>	<b>30.4</b>	<b>10.7</b>	<b>5.2</b>	<b>1.8</b>	<b>0.9</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>4.8</b>	<b>14</b>	<b>77.9</b>	<b>14</b>	<b>412</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	286	0	27	1.0	48.2	31.6	6.4	2.2	1.9	0.0	0.0	0.0	0.0	8.6	6	86.3	9	320	
<b>TOTAL LUXEMBOURG</b>			<b>286</b>	<b>0</b>	<b>27</b>	<b>1.0</b>	<b>48.2</b>	<b>31.6</b>	<b>6.4</b>	<b>2.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>6</b>	<b>86.3</b>	<b>9</b>	<b>320</b>	
<b>TOTAL LUXEMBOURG</b>			<b>286</b>	<b>0</b>	<b>27</b>	<b>1.0</b>	<b>48.2</b>	<b>31.6</b>	<b>6.4</b>	<b>2.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>6</b>	<b>86.3</b>	<b>9</b>	<b>320</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BA CITYFLYER LTD	S	282	0	15	2.4	45.5	25.9	10.4	3.0	5.7	1.7	0.3	0.0	0.0	5.1	14	70.7	17	307	
AMSTERDAM	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.5	24	363	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
AMSTERDAM	FLYBE LTD	S	66	0	10	0.0	26.3	32.9	15.8	5.3	5.3	1.3	0.0	0.0	0.0	13.2	16	80.8	14	26	
AMSTERDAM	KLM	S	364	0	34	4.8	38.2	31.4	9.0	6.3	1.5	0.0	0.3	0.0	0.0	8.5	9	57.9	20	126	
<b>TOTAL AMSTERDAM</b>			<b>712</b>	<b>0</b>	<b>59</b>	<b>3.4</b>	<b>39.8</b>	<b>29.4</b>	<b>10.2</b>	<b>4.9</b>	<b>3.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>12</b>	<b>66.3</b>	<b>20</b>	<b>822</b>	
ROTTERDAM	BA CITYFLYER LTD	S	299	0	16	2.5	57.8	19.0	8.3	2.9	2.9	0.6	1.0	0.0	0.0	5.1	10	80.0	13	225	
ROTTERDAM	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.2	16	169	
<b>TOTAL ROTTERDAM</b>			<b>299</b>	<b>0</b>	<b>16</b>	<b>2.5</b>	<b>57.8</b>	<b>19.0</b>	<b>8.3</b>	<b>2.9</b>	<b>2.9</b>	<b>0.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>10</b>	<b>82.2</b>	<b>14</b>	<b>394</b>	
<b>TOTAL NETHERLANDS</b>			<b>1011</b>	<b>0</b>	<b>75</b>	<b>3.1</b>	<b>45.0</b>	<b>26.4</b>	<b>9.7</b>	<b>4.3</b>	<b>3.3</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>11</b>	<b>71.5</b>	<b>18</b>	<b>1216</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	SUN AIR OF SCANDINAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1	
<b>TOTAL FARO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>38</b>	<b>1</b>	
LISBON	AIR PORTUGAL	S	94	0	6	2.0	29.0	26.0	14.0	17.0	3.0	3.0	0.0	0.0	0.0	6.0	20	0.0	0	0	
<b>TOTAL LISBON</b>			<b>94</b>	<b>0</b>	<b>6</b>	<b>2.0</b>	<b>29.0</b>	<b>26.0</b>	<b>14.0</b>	<b>17.0</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	10	0	0	10.0	0.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL</b>			<b>104</b>	<b>0</b>	<b>6</b>	<b>2.7</b>	<b>26.4</b>	<b>29.1</b>	<b>14.5</b>	<b>16.4</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>20</b>	<b>0.0</b>	<b>38</b>	<b>1</b>	
<b>SPAIN</b>																					
GRANADA	BA CITYFLYER LTD	S	6	0	0	0.0	50.0	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	42.1	40	19	
<b>TOTAL GRANADA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>42.1</b>	<b>40</b>	<b>19</b>	
IBIZA	BA CITYFLYER LTD	S	57	0	2	1.7	25.4	47.5	5.1	8.5	5.1	0.0	3.4	0.0	0.0	3.4	21	63.3	20	60	
<b>TOTAL IBIZA</b>			<b>57</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>25.4</b>	<b>47.5</b>	<b>5.1</b>	<b>8.5</b>	<b>5.1</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>21</b>	<b>63.3</b>	<b>20</b>	<b>60</b>	
MALAGA	BA CITYFLYER LTD	S	48	0	3	2.0	21.6	39.2	7.8	23.5	0.0	0.0	0.0	0.0	0.0	5.9	17	39.6	30	53	
<b>TOTAL MALAGA</b>			<b>48</b>	<b>0</b>	<b>3</b>	<b>2.0</b>	<b>21.6</b>	<b>39.2</b>	<b>7.8</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>17</b>	<b>39.6</b>	<b>30</b>	<b>53</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	27	0	0	3.7	18.5	33.3	14.8	14.8	14.8	0.0	0.0	0.0	0.0	0.0	24	82.1	9	28	
<b>TOTAL PALMA DE MALLORCA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>18.5</b>	<b>33.3</b>	<b>14.8</b>	<b>14.8</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>82.1</b>	<b>9</b>	<b>28</b>	
<b>TOTAL SPAIN</b>			<b>138</b>	<b>0</b>	<b>5</b>	<b>2.1</b>	<b>23.8</b>	<b>40.6</b>	<b>7.7</b>	<b>16.1</b>	<b>4.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>20</b>	<b>56.3</b>	<b>24</b>	<b>160</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	SKY WORK AG	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.2	12	58	
<b>TOTAL BALE MULHOUSE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.2</b>	<b>12</b>	<b>58</b>	
BERNE	SKY WORK AG	S	30	0	5	2.9	28.6	45.7	8.6	0.0	0.0	0.0	0.0	0.0	0.0	14.3	5	71.7	12	46	
<b>TOTAL BERNE</b>			<b>30</b>	<b>0</b>	<b>5</b>	<b>2.9</b>	<b>28.6</b>	<b>45.7</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>5</b>	<b>71.7</b>	<b>12</b>	<b>46</b>	
GENEVA	BA CITYFLYER LTD	S	116	0	9	4.8	36.8	24.8	13.6	6.4	3.2	0.0	1.6	1.6	0.0	7.2	21	78.9	12	180	
GENEVA	SWISS AIRLINES	S	131	0	19	6.0	31.3	31.3	8.7	6.0	2.7	1.3	0.0	0.0	0.0	12.7	12	81.0	9	158	
<b>TOTAL GENEVA</b>			<b>247</b>	<b>0</b>	<b>28</b>	<b>5.5</b>	<b>33.8</b>	<b>28.4</b>	<b>10.9</b>	<b>6.2</b>	<b>2.9</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>10.2</b>	<b>16</b>	<b>79.9</b>	<b>11</b>	<b>338</b>	
ZURICH	BA CITYFLYER LTD	S	179	0	9	4.3	44.1	29.8	5.3	5.3	3.2	2.1	1.1	0.0	0.0	4.8	14	86.4	9	198	
ZURICH	HELVETIC AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
ZURICH	SWISS AIRLINES	S	288	0	24	3.8	42.3	33.0	9.0	3.8	0.3	0.0	0.0	0.0	0.0	7.7	6	77.8	10	316	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
<b>TOTAL ZURICH</b>			<b>467</b>	<b>0</b>	<b>33</b>	<b>4.0</b>	<b>43.0</b>	<b>31.8</b>	<b>7.6</b>	<b>4.4</b>	<b>1.4</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>9</b>	<b>81.0</b>	<b>9</b>	<b>515</b>	
<b>TOTAL SWITZERLAND</b>			<b>744</b>	<b>0</b>	<b>66</b>	<b>4.4</b>	<b>39.3</b>	<b>31.2</b>	<b>8.8</b>	<b>4.8</b>	<b>1.9</b>	<b>0.7</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>8.1</b>	<b>11</b>	<b>80.5</b>	<b>10</b>	<b>957</b>	
<b>UNITED KINGDOM</b>																					
<b>ABERDEEN</b>	FLYBE LTD	S	84	0	11	2.1	31.6	36.8	4.2	7.4	6.3	0.0	0.0	0.0	0.0	11.6	12	78.6	12	103	
<b>TOTAL ABERDEEN</b>			<b>84</b>	<b>0</b>	<b>11</b>	<b>2.1</b>	<b>31.6</b>	<b>36.8</b>	<b>4.2</b>	<b>7.4</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.6</b>	<b>12</b>	<b>78.6</b>	<b>12</b>	<b>103</b>	
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	180	0	16	3.1	27.6	39.8	13.8	4.6	1.5	0.5	1.0	0.0	0.0	8.2	14	83.2	9	184	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>180</b>	<b>0</b>	<b>16</b>	<b>3.1</b>	<b>27.6</b>	<b>39.8</b>	<b>13.8</b>	<b>4.6</b>	<b>1.5</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>14</b>	<b>83.2</b>	<b>9</b>	<b>184</b>	
<b>BIRMINGHAM</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1	
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>48</b>	<b>1</b>	
<b>CARDIFF WALES</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	6	101		
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>87.1</b>	<b>6</b>	<b>101</b>		
<b>EDINBURGH</b>	BA CITYFLYER LTD	S	416	0	36	4.9	44.9	28.1	7.7	3.3	2.7	0.2	0.0	0.2	0.0	8.0	9	78.6	13	518	
<b>EDINBURGH</b>	FLYBE LTD	S	183	0	23	4.4	37.9	32.5	5.3	4.9	2.4	0.5	1.0	0.0	0.0	11.2	12	75.7	14	259	
<b>TOTAL EDINBURGH</b>			<b>599</b>	<b>0</b>	<b>59</b>	<b>4.7</b>	<b>42.7</b>	<b>29.5</b>	<b>7.0</b>	<b>3.8</b>	<b>2.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>9.0</b>	<b>10</b>	<b>77.6</b>	<b>13</b>	<b>777</b>	
<b>EXETER</b>	FLYBE LTD	S	53	0	9	11.3	40.3	24.2	1.6	4.8	1.6	1.6	0.0	0.0	0.0	14.5	9	93.3	9	60	
<b>TOTAL EXETER</b>			<b>53</b>	<b>0</b>	<b>9</b>	<b>11.3</b>	<b>40.3</b>	<b>24.2</b>	<b>1.6</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.5</b>	<b>9</b>	<b>93.3</b>	<b>9</b>	<b>60</b>	
<b>GLASGOW</b>	BA CITYFLYER LTD	S	267	0	26	7.2	43.7	25.9	7.5	4.1	2.7	0.0	0.0	0.0	0.0	8.9	8	76.5	13	327	
<b>TOTAL GLASGOW</b>			<b>267</b>	<b>0</b>	<b>26</b>	<b>7.2</b>	<b>43.7</b>	<b>25.9</b>	<b>7.5</b>	<b>4.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.9</b>	<b>8</b>	<b>76.5</b>	<b>13</b>	<b>327</b>	
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.0	9	86		
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.0</b>	<b>9</b>	<b>86</b>		
<b>HUMBERSIDE</b>	BA CITYFLYER LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL HUMBERSIDE</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>ISLE OF MAN</b>	BA CITYFLYER LTD	S	147	0	6	5.2	33.3	34.6	11.1	5.9	3.3	1.3	1.3	0.0	0.0	3.9	16	85.5	9	173	
<b>TOTAL ISLE OF MAN</b>			<b>147</b>	<b>0</b>	<b>6</b>	<b>5.2</b>	<b>33.3</b>	<b>34.6</b>	<b>11.1</b>	<b>5.9</b>	<b>3.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>16</b>	<b>85.5</b>	<b>9</b>	<b>173</b>	
<b>JERSEY</b>	BLUE ISLANDS LIMITED	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>JERSEY</b>	FLYBE LTD	S	86	0	8	6.4	16.0	23.4	4.3	22.3	19.1	0.0	0.0	0.0	0.0	8.5	32	57.1	30	98	
<b>TOTAL JERSEY</b>			<b>86</b>	<b>0</b>	<b>10</b>	<b>6.3</b>	<b>15.6</b>	<b>22.9</b>	<b>4.2</b>	<b>21.9</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.4</b>	<b>32</b>	<b>57.1</b>	<b>30</b>	<b>98</b>	
<b>MANCHESTER</b>	BA CITYFLYER LTD	S	8	0	1	0.0	33.3	22.2	0.0	0.0	22.2	11.1	0.0	0.0	0.0	11.1	38	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SOUTHEND</b>	BA CITYFLYER LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL SOUTHEND</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL UNITED KINGDOM</b>			<b>1424</b>	<b>0</b>	<b>140</b>	<b>5.2</b>	<b>37.5</b>	<b>30.4</b>	<b>7.7</b>	<b>5.5</b>	<b>3.8</b>	<b>0.4</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>9.0</b>	<b>12</b>	<b>79.0</b>	<b>13</b>	<b>1910</b>	
<b>USA</b>																					
<b>NEW YORK (JF KENNEDY)</b>	BRITISH AIRWAYS PLC	S	40	0	8	16.7	47.9	12.5	4.2	2.1	0.0	0.0	0.0	0.0	0.0	16.7	3	83.7	7	49	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>40</b>	<b>0</b>	<b>8</b>	<b>16.7</b>	<b>47.9</b>	<b>12.5</b>	<b>4.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>3</b>	<b>83.7</b>	<b>7</b>	<b>49</b>	

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOTAL USA			40	0	8	16.7	47.9	12.5	4.2	2.1	0.0	0.0	0.0	0.0	0.0	16.7	3	83.7	7	49
TOTAL LONDON CITY			6154	0	492	5.3	39.8	28.9	9.0	5.7	2.8	0.6	0.5	0.1	0.0	7.4	12	76.7	14	7160

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m		16 m	31 m	61 m	121 m	181 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	to 15 m early													to 30 m late	to 60 m late
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	26	0	0	3.8	15.4	50.0	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	17	77.8	8	18	
<b>TOTAL INNSBRUCK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>50.0</b>	<b>15.4</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.8</b>	<b>8</b>	<b>18</b>		
SALZBURG	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	33.3	27.8	27.8	0.0	11.1	0.0	0.0	0.0	0.0	18	85.7	10	14		
SALZBURG	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	3		
<b>TOTAL SALZBURG</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>28.6</b>	<b>28.6</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.2</b>	<b>9</b>	<b>17</b>		
VIENNA	EASYJET AIRLINE COMPANY LTD	S	32	0	2	5.9	14.7	50.0	8.8	11.8	2.9	0.0	0.0	0.0	5.9	15	88.9	8	36		
VIENNA	EUROWINGS LUFTVERKEHRS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
VIENNA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	115	1		
<b>TOTAL VIENNA</b>			<b>33</b>	<b>0</b>	<b>2</b>	<b>5.7</b>	<b>14.3</b>	<b>48.6</b>	<b>11.4</b>	<b>11.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>15</b>	<b>86.5</b>	<b>11</b>	<b>37</b>		
<b>TOTAL AUSTRIA</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>19.5</b>	<b>43.9</b>	<b>17.1</b>	<b>7.3</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>16</b>	<b>84.7</b>	<b>10</b>	<b>72</b>		
<b>BAHAMAS</b>																					
NASSAU	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL NASSAU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL BAHAMAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>BELGIUM</b>																					
OSTEND	JETAIRFLY	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0		
<b>TOTAL OSTEND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL BELGIUM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>BOSNIA-HERZEGOVINA</b>																					
TUZLA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8		
<b>TOTAL TUZLA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>8</b>		
<b>TOTAL BOSNIA-</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>8</b>		
<b>BULGARIA</b>																					
BURGAS	WIZZ AIR	S	23	0	0	4.3	8.7	34.8	17.4	8.7	26.1	0.0	0.0	0.0	0.0	36	61.5	18	26		
<b>TOTAL BURGAS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>8.7</b>	<b>34.8</b>	<b>17.4</b>	<b>8.7</b>	<b>26.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>61.5</b>	<b>18</b>	<b>26</b>		
SOFIA	Unknown	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1			
SOFIA	WIZZ AIR	S	145	0	0	17.2	20.0	30.3	15.2	7.6	7.6	2.1	0.0	0.0	0.0	18	90.0	5	130		
<b>TOTAL SOFIA</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>20.0</b>	<b>30.3</b>	<b>15.2</b>	<b>7.6</b>	<b>7.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>90.1</b>	<b>5</b>	<b>131</b>		
VARNA	WIZZ AIR	S	52	0	0	15.4	26.9	32.7	17.3	3.8	1.9	0.0	1.9	0.0	0.0	14	100.0	1	46		
<b>TOTAL VARNNA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>26.9</b>	<b>32.7</b>	<b>17.3</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>1</b>	<b>46</b>		
<b>TOTAL BULGARIA</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>20.5</b>	<b>31.4</b>	<b>15.9</b>	<b>6.8</b>	<b>8.2</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>88.7</b>	<b>6</b>	<b>203</b>		
<b>CANADA</b>																					
SAINT JOHN AIRPORT	Unknown	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
<b>TOTAL SAINT JOHN AIRPORT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TORONTO	ACM AIR CHARTER LUFTFAHT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
<b>TOTAL TORONTO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
<b>TOTAL CANADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
<b>CYPRUS</b>																				
LARNACA	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LARNACA	BLUE AIR TRANSPORT AERIAN	S	28	0	0	0.0	28.6	39.3	17.9	10.7	3.6	0.0	0.0	0.0	0.0	0.0	14	78.6	9	28
LARNACA	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
<b>TOTAL LARNACA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>39.3</b>	<b>17.9</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.0</b>	<b>8</b>	<b>30</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	38	0	0	7.9	18.4	50.0	18.4	0.0	5.3	0.0	0.0	0.0	0.0	0.0	13	72.2	11	36
<b>TOTAL PAPHOS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>18.4</b>	<b>50.0</b>	<b>18.4</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>72.2</b>	<b>11</b>	<b>36</b>
<b>TOTAL CYPRUS</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>22.7</b>	<b>45.5</b>	<b>18.2</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.8</b>	<b>10</b>	<b>66</b>
<b>CZECH REPUBLIC</b>																				
BRNO (TURANY)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	28
<b>TOTAL BRNO (TURANY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>9</b>	<b>28</b>
PRAGUE	WIZZ AIR	S	53	0	2	7.3	14.5	20.0	14.5	21.8	9.1	1.8	7.3	0.0	0.0	3.6	41	90.6	6	64
<b>TOTAL PRAGUE</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>14.5</b>	<b>20.0</b>	<b>14.5</b>	<b>21.8</b>	<b>9.1</b>	<b>1.8</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>41</b>	<b>90.6</b>	<b>6</b>	<b>64</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>14.5</b>	<b>20.0</b>	<b>14.5</b>	<b>21.8</b>	<b>9.1</b>	<b>1.8</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>41</b>	<b>85.9</b>	<b>7</b>	<b>92</b>
<b>DENMARK</b>																				
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.3	12	190
COPENHAGEN	RYANAIR	S	62	0	0	0.0	38.7	30.6	12.9	9.7	3.2	3.2	1.6	0.0	0.0	0.0	21	93.9	3	212
<b>TOTAL COPENHAGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.7</b>	<b>30.6</b>	<b>12.9</b>	<b>9.7</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>85.1</b>	<b>8</b>	<b>402</b>
<b>TOTAL DENMARK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.7</b>	<b>30.6</b>	<b>12.9</b>	<b>9.7</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>85.1</b>	<b>8</b>	<b>402</b>
<b>EGYPT</b>																				
CAIRO	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
<b>TOTAL CAIRO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>
<b>TOTAL EGYPT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>12</b>	<b>1</b>
<b>FRANCE</b>																				
BEZIERS	RYANAIR	S	20	0	0	15.0	30.0	45.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	3	20
<b>TOTAL BEZIERS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>30.0</b>	<b>45.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.0</b>	<b>3</b>	<b>20</b>
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	50	0	0	4.0	12.0	46.0	12.0	6.0	14.0	2.0	4.0	0.0	0.0	0.0	32	71.7	21	46
<b>TOTAL BORDEAUX</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>12.0</b>	<b>46.0</b>	<b>12.0</b>	<b>6.0</b>	<b>14.0</b>	<b>2.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>71.7</b>	<b>21</b>	<b>46</b>
BREST	SIAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	15
<b>TOTAL BREST</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>15</b>
CHAMBERY	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
CHAMBERY	PAN EUROPEAN AIR SERVICE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CHAMBERY	TITAN AIRWAYS LTD	C	10	0	0	0.0	10.0	20.0	30.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
CHAMBERY	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL CHAMBERY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>20.0</b>	<b>30.0</b>	<b>10.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>66.7</b>	<b>7</b>	<b>3</b>	
CLERMONT FERRAND	SIAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.0	6	25	
<b>TOTAL CLERMONT FERRAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>92.0</b>	<b>6</b>	<b>25</b>	
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	20	0	0	0.0	10.0	65.0	5.0	5.0	5.0	0.0	10.0	0.0	0.0	0.0	31	75.0	12	16	
<b>TOTAL GRENOBLE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>65.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>75.0</b>	<b>12</b>	<b>16</b>	
LYON	EASYJET AIRLINE COMPANY LTD	S	81	0	4	1.2	22.4	35.3	10.6	18.8	5.9	0.0	1.2	0.0	0.0	4.7	22	70.2	15	84	
<b>TOTAL LYON</b>			<b>81</b>	<b>0</b>	<b>4</b>	<b>1.2</b>	<b>22.4</b>	<b>35.3</b>	<b>10.6</b>	<b>18.8</b>	<b>5.9</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>22</b>	<b>70.2</b>	<b>15</b>	<b>84</b>	
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	8.8	29.4	35.3	20.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	82.4	7	34	
MARSEILLE	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL MARSEILLE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>29.4</b>	<b>35.3</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.9</b>	<b>7</b>	<b>35</b>	
NANTES	EASYJET AIRLINE COMPANY LTD	S	35	0	0	17.1	34.3	31.4	11.4	2.9	2.9	0.0	0.0	0.0	0.0	0.0	8	86.1	9	36	
NANTES	SIAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL NANTES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>17.1</b>	<b>34.3</b>	<b>31.4</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.5</b>	<b>8</b>	<b>37</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	102	0	2	4.8	26.9	40.4	6.7	7.7	4.8	2.9	3.8	0.0	0.0	1.9	27	73.1	14	104	
NICE	ITALI AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
NICE	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3	
<b>TOTAL NICE</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>26.9</b>	<b>40.4</b>	<b>6.7</b>	<b>7.7</b>	<b>4.8</b>	<b>2.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>27</b>	<b>74.1</b>	<b>13</b>	<b>108</b>	
NIMES	RYANAIR	S	20	0	0	0.0	20.0	55.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	12	66.7	13	18	
<b>TOTAL NIMES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>55.0</b>	<b>15.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>66.7</b>	<b>13</b>	<b>18</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	176	0	4	0.6	23.3	45.0	10.0	9.4	6.1	1.7	1.7	0.0	0.0	2.2	21	59.6	23	178	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>176</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>23.3</b>	<b>45.0</b>	<b>10.0</b>	<b>9.4</b>	<b>6.1</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>21</b>	<b>59.6</b>	<b>23</b>	<b>178</b>	
PARIS (LE BOURGET)	EXEJUJET SCANDINAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
PARIS (LE BOURGET)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL PARIS (LE BOURGET)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>2</b>	
PARIS (ORLY)	TRANSAVIA FRANCE	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.9	12	76	
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>82.9</b>	<b>12</b>	<b>76</b>	
STRASBOURG	SIAVIA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	12	9	
<b>TOTAL STRASBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>12</b>	<b>9</b>	
TARBES-LOURDES INTERNATIONAL	CORSAIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	53	0	0	5.7	24.5	30.2	5.7	13.2	11.3	7.5	1.9	0.0	0.0	0.0	37	83.3	9	54	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>24.5</b>	<b>30.2</b>	<b>5.7</b>	<b>13.2</b>	<b>11.3</b>	<b>7.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>83.3</b>	<b>9</b>	<b>54</b>	
<b>TOTAL FRANCE</b>			<b>602</b>	<b>0</b>	<b>10</b>	<b>3.9</b>	<b>23.4</b>	<b>40.8</b>	<b>10.3</b>	<b>9.5</b>	<b>6.5</b>	<b>1.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>23</b>	<b>74.1</b>	<b>14</b>	<b>726</b>	
<b>GEORGIA</b>																					
KUTAISI	WIZZ AIR	S	18	0	0	5.6	16.7	22.2	16.7	22.2	16.7	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL KUTAISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GEORGIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	104	0	4	0.0	28.7	43.5	11.1	7.4	2.8	2.8	0.0	0.0	0.0	3.7	15	64.8	16	108	
BERLIN (SCHONEFELD)	EASYJET SWITZERLAND	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>105</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>29.4</b>	<b>43.1</b>	<b>11.0</b>	<b>7.3</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>15</b>	<b>64.8</b>	<b>16</b>	<b>108</b>	
COLOGNE BONN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
<b>TOTAL COLOGNE BONN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	74	0	2	0.0	23.7	30.3	22.4	15.8	5.3	0.0	0.0	0.0	0.0	2.6	19	91.9	5	62	
<b>TOTAL DORTMUND</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.7</b>	<b>30.3</b>	<b>22.4</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>19</b>	<b>91.9</b>	<b>5</b>	<b>62</b>	
DRESDEN	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	9	
<b>TOTAL DRESDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>14</b>	<b>9</b>	
FRANKFURT MAIN	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<b>TOTAL FRANKFURT MAIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	34	0	2	0.0	16.7	41.7	16.7	2.8	5.6	11.1	0.0	0.0	0.0	5.6	29	76.6	15	64	
HAMBURG	RYANAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL HAMBURG</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.8</b>	<b>42.1</b>	<b>18.4</b>	<b>2.6</b>	<b>5.3</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>28</b>	<b>76.6</b>	<b>15</b>	<b>64</b>	
HANOVER	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL HANOVER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
LEIPZIG	WIZZ AIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	230	0.0	0	0		
<b>TOTAL LEIPZIG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>230</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MUNICH	EASYJET AIRLINE COMPANY LTD	S	58	0	2	6.7	23.3	38.3	10.0	10.0	6.7	1.7	0.0	0.0	0.0	3.3	17	72.6	10	62	
MUNICH	IJM INTERNATIONAL JET MANAGEMENT GMBH	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL MUNICH</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>23.3</b>	<b>38.3</b>	<b>10.0</b>	<b>10.0</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>17</b>	<b>73.0</b>	<b>10</b>	<b>63</b>	
NIEDERRHEIN	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	5	4	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017				
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE													Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
						More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can						
<b>TOTAL NIEDERRHEIN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>5</b>	<b>4</b>	
NUREMBERG	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
<b>TOTAL NUREMBERG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>275</b>	<b>0</b>	<b>10</b>	<b>1.4</b>	<b>24.6</b>	<b>38.6</b>	<b>14.7</b>	<b>9.5</b>	<b>4.6</b>	<b>2.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>19</b>	<b>74.8</b>	<b>12</b>	<b>314</b>		
<b>GIBRALTAR</b>																						
GIBRALTAR	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.8	13	33		
<b>TOTAL GIBRALTAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.8</b>	<b>13</b>	<b>33</b>		
<b>TOTAL GIBRALTAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.8</b>	<b>13</b>	<b>33</b>		
<b>GREECE</b>																						
CORFU	EASYJET AIRLINE COMPANY LTD	S	6	0	0	0.0	16.7	16.7	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	31	100.0	8	2		
<b>TOTAL CORFU</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>100.0</b>	<b>8</b>	<b>2</b>		
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	6	0	0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
<b>TOTAL HERAKLION</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL GREECE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>8</b>	<b>2</b>		
<b>HONG KONG</b>																						
HONG KONG (CHEK LAP KOK)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>TOTAL HONG KONG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>HUNGARY</b>																						
BUDAPEST	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	2		
BUDAPEST	WIZZ AIR	S	263	0	0	4.6	21.3	31.2	13.3	14.1	9.9	4.6	1.1	0.0	0.0	0.0	29	76.3	12	236		
<b>TOTAL BUDAPEST</b>			<b>263</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>21.3</b>	<b>31.2</b>	<b>13.3</b>	<b>14.1</b>	<b>9.9</b>	<b>4.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>76.1</b>	<b>12</b>	<b>238</b>		
DEBRECEN	WIZZ AIR	S	68	0	0	10.3	27.9	27.9	8.8	13.2	5.9	2.9	2.9	0.0	0.0	0.0	24	87.5	7	64		
<b>TOTAL DEBRECEN</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>27.9</b>	<b>27.9</b>	<b>8.8</b>	<b>13.2</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>87.5</b>	<b>7</b>	<b>64</b>		
<b>TOTAL HUNGARY</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>22.7</b>	<b>30.5</b>	<b>12.4</b>	<b>13.9</b>	<b>9.1</b>	<b>4.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>78.5</b>	<b>11</b>	<b>302</b>		
<b>ICELAND</b>																						
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	110	0	0	8.2	21.8	47.3	6.4	8.2	3.6	3.6	0.9	0.0	0.0	0.0	18	78.6	9	98		
<b>TOTAL KEFLAVIK</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>21.8</b>	<b>47.3</b>	<b>6.4</b>	<b>8.2</b>	<b>3.6</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>78.6</b>	<b>9</b>	<b>98</b>		
<b>TOTAL ICELAND</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>21.8</b>	<b>47.3</b>	<b>6.4</b>	<b>8.2</b>	<b>3.6</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>78.6</b>	<b>9</b>	<b>98</b>		
<b>INDIA</b>																						
MUMBAI	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3		
<b>TOTAL MUMBAI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>3</b>		
<b>TOTAL INDIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>3</b>		
<b>IRISH REPUBLIC</b>																						
DUBLIN	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	41	4		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
DUBLIN	RYANAIR	S	170	0	8	3.4	32.0	43.8	7.9	3.4	3.4	0.0	0.6	1.1	0.0	4.5	18	92.1	4	178
DUBLIN	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL DUBLIN</b>			<b>170</b>	<b>0</b>	<b>8</b>	<b>3.4</b>	<b>32.0</b>	<b>43.8</b>	<b>7.9</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>4.5</b>	<b>18</b>	<b>90.7</b>	<b>5</b>	<b>183</b>
IRELAND WEST(KNOCK)	RYANAIR	S	57	0	2	1.7	37.3	37.3	11.9	1.7	0.0	3.4	0.0	3.4	0.0	3.4	36	91.4	5	58
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>57</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>37.3</b>	<b>37.3</b>	<b>11.9</b>	<b>1.7</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>3.4</b>	<b>36</b>	<b>91.4</b>	<b>5</b>	<b>58</b>
KERRY COUNTY	RYANAIR	S	52	0	4	0.0	21.4	41.1	7.1	14.3	8.9	0.0	0.0	0.0	0.0	7.1	19	90.7	4	54
<b>TOTAL KERRY COUNTY</b>			<b>52</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>21.4</b>	<b>41.1</b>	<b>7.1</b>	<b>14.3</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>19</b>	<b>90.7</b>	<b>4</b>	<b>54</b>
SHANNON	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL SHANNON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>280</b>	<b>0</b>	<b>14</b>	<b>2.4</b>	<b>31.0</b>	<b>42.2</b>	<b>8.5</b>	<b>5.1</b>	<b>3.7</b>	<b>0.7</b>	<b>0.3</b>	<b>1.4</b>	<b>0.0</b>	<b>4.8</b>	<b>22</b>	<b>90.8</b>	<b>5</b>	<b>295</b>
ISRAEL																				
OVDA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	10
OVDA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
<b>TOTAL OVDA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>50.0</b>	<b>19</b>	<b>10</b>
TEL AVIV	ALBINATI AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
TEL AVIV	ARKIA	C	4	0	0	0.0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	77	0.0	0	0
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	115	0	1	3.4	6.0	42.2	21.6	19.0	6.0	0.9	0.0	0.0	0.0	0.9	22	65.0	15	100
TEL AVIV	EL AL	S	59	0	0	10.2	27.1	37.3	11.9	6.8	1.7	3.4	1.7	0.0	0.0	0.0	19	51.3	23	39
TEL AVIV	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	26
TEL AVIV	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4
TEL AVIV	WIZZ AIR	S	41	0	0	7.3	9.8	34.1	2.4	29.3	9.8	4.9	2.4	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL TEL AVIV</b>			<b>219</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>12.3</b>	<b>38.6</b>	<b>15.0</b>	<b>18.2</b>	<b>5.9</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>25</b>	<b>60.6</b>	<b>18</b>	<b>170</b>
<b>TOTAL ISRAEL</b>			<b>220</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>12.2</b>	<b>38.5</b>	<b>14.9</b>	<b>18.6</b>	<b>5.9</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>25</b>	<b>60.0</b>	<b>18</b>	<b>180</b>
ITALY																				
ALGHERO (FERTILIA)	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	22.2	55.6	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BARI (PALESE)	WIZZ AIR	S	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL BARI (PALESE)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CAGLIARI (ELMAS)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	39	14
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>28.6</b>	<b>39</b>	<b>14</b>
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	20	0	0	0.0	20.0	55.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	85.0	8	20
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>55.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.0</b>	<b>8</b>	<b>20</b>
FLORENCE	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
FLORENCE	VUELING AIRLINES	S	20	0	0	20.0	35.0	25.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL FLORENCE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>35.0</b>	<b>25.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
GENOA	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL GENOA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (MALPENSA)	ALITALIA (CAI)	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
MILAN (MALPENSA)	BLUE PANORAMA	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	68	0.0	0	0	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	100	0	4	2.9	17.3	46.2	14.4	8.7	2.9	3.8	0.0	0.0	0.0	3.8	19	64.7	18	102	
MILAN (MALPENSA)	MNG AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL MILAN (MALPENSA)</b>			<b>103</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>16.8</b>	<b>44.9</b>	<b>15.0</b>	<b>9.3</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>20</b>	<b>65.0</b>	<b>18</b>	<b>103</b>	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	63	0	2	4.6	30.8	36.9	10.8	7.7	1.5	4.6	0.0	0.0	0.0	3.1	17	66.0	17	47	
<b>TOTAL NAPLES</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>4.6</b>	<b>30.8</b>	<b>36.9</b>	<b>10.8</b>	<b>7.7</b>	<b>1.5</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>17</b>	<b>66.0</b>	<b>17</b>	<b>47</b>	
PALERMO	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL PALERMO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PISA	EASYJET AIRLINE COMPANY LTD	S	38	0	2	12.5	25.0	37.5	12.5	0.0	7.5	0.0	0.0	0.0	0.0	5.0	11	92.9	6	28	
PISA	JETAIRFLY	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
<b>TOTAL PISA</b>			<b>39</b>	<b>0</b>	<b>2</b>	<b>12.2</b>	<b>24.4</b>	<b>36.6</b>	<b>12.2</b>	<b>2.4</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>12</b>	<b>92.9</b>	<b>6</b>	<b>28</b>	
ROME (CIAMPINO)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ROME (CIAMPINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
ROME (FIUMICINO)	EASYJET AIRLINE COMPANY LTD	S	76	0	5	2.5	28.4	34.6	8.6	3.7	12.3	3.7	0.0	0.0	0.0	6.2	23	79.7	11	59	
ROME (FIUMICINO)	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	4	20	
<b>TOTAL ROME (FIUMICINO)</b>			<b>76</b>	<b>0</b>	<b>5</b>	<b>2.5</b>	<b>28.4</b>	<b>34.6</b>	<b>8.6</b>	<b>3.7</b>	<b>12.3</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.2</b>	<b>23</b>	<b>83.5</b>	<b>9</b>	<b>79</b>	
TURIN	ALBINATI AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
TURIN	BLUE AIR TRANSPORT AERIAN	S	32	0	0	0.0	15.6	56.3	15.6	9.4	0.0	3.1	0.0	0.0	0.0	0.0	15	80.6	20	36	
TURIN	EASYJET AIRLINE COMPANY LTD	S	12	0	0	8.3	16.7	41.7	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	16	75.0	13	8	
<b>TOTAL TURIN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>15.9</b>	<b>52.3</b>	<b>15.9</b>	<b>9.1</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.0</b>	<b>18</b>	<b>45</b>	
VENICE	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
VENICE	EASYJET AIRLINE COMPANY LTD	S	61	0	2	7.9	23.8	47.6	4.8	4.8	7.9	0.0	0.0	0.0	0.0	3.2	12	66.1	13	62	
VENICE	EXXAERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2	
<b>TOTAL VENICE</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>23.8</b>	<b>47.6</b>	<b>4.8</b>	<b>4.8</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>12</b>	<b>66.2</b>	<b>13</b>	<b>65</b>	
<b>TOTAL ITALY</b>			<b>456</b>	<b>0</b>	<b>15</b>	<b>4.9</b>	<b>22.9</b>	<b>42.0</b>	<b>12.1</b>	<b>7.0</b>	<b>5.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>17</b>	<b>72.5</b>	<b>15</b>	<b>403</b>	
<b>KAZAKHSTAN</b>																					
ALMATY	BLUE JET SP ZOO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ALMATY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL KAZAKHSTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>KOSOVO</b>																					
PRISTINA	WIZZ AIR	S	20	0	0	0.0	0.0	30.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL PRISTINA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>35.0</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL KOSOVO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>35.0</b>	<b>35.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>KYRGYZSTAN</b>																					
BISHKEK (FRUNZE)	FLYING SERVICE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1	
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>	
<b>TOTAL KYRGYZSTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>	
<b>LATVIA</b>																					
RIGA	WIZZ AIR	S	102	0	1	8.7	28.2	31.1	10.7	9.7	4.9	5.8	0.0	0.0	0.0	1.0	21	88.1	6	84	
<b>TOTAL RIGA</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>8.7</b>	<b>28.2</b>	<b>31.1</b>	<b>10.7</b>	<b>9.7</b>	<b>4.9</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>88.1</b>	<b>6</b>	<b>84</b>	
<b>TOTAL LATVIA</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>8.7</b>	<b>28.2</b>	<b>31.1</b>	<b>10.7</b>	<b>9.7</b>	<b>4.9</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>88.1</b>	<b>6</b>	<b>84</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	62	0	0	8.1	43.5	37.1	4.8	6.5	0.0	0.0	0.0	0.0	0.0	7	87.1	7	62		
KAUNAS	WIZZ AIR	S	62	0	0	6.5	30.6	38.7	14.5	6.5	3.2	0.0	0.0	0.0	0.0	10	83.3	8	48		
<b>TOTAL KAUNAS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>37.1</b>	<b>37.9</b>	<b>9.7</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.5</b>	<b>7</b>	<b>110</b>		
PALANGA	WIZZ AIR	S	20	0	0	25.0	50.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	2	73.3	12	30		
<b>TOTAL PALANGA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>20.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>73.3</b>	<b>12</b>	<b>30</b>		
VILNIUS	RYANAIR	S	40	0	0	2.5	27.5	50.0	7.5	2.5	5.0	5.0	0.0	0.0	0.0	17	91.7	9	36		
VILNIUS	WIZZ AIR	S	110	0	0	14.5	29.1	34.5	12.7	8.2	0.0	0.9	0.0	0.0	0.0	10	89.2	6	102		
<b>TOTAL VILNIUS</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>28.7</b>	<b>38.7</b>	<b>11.3</b>	<b>6.7</b>	<b>1.3</b>	<b>1.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.9</b>	<b>7</b>	<b>138</b>		
<b>TOTAL LITHUANIA</b>			<b>294</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>33.7</b>	<b>37.1</b>	<b>10.2</b>	<b>6.1</b>	<b>1.4</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.3</b>	<b>7</b>	<b>278</b>		
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
LUXEMBOURG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		
LUXEMBOURG	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1		
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>10</b>	<b>3</b>		
<b>TOTAL LUXEMBOURG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>10</b>	<b>3</b>		
<b>MACEDONIA</b>																					
OHRID	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
<b>TOTAL OHRID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>		
SKOPJE	WIZZ AIR	S	30	0	0	3.3	23.3	30.0	26.7	10.0	6.7	0.0	0.0	0.0	0.0	18	76.7	13	30		
<b>TOTAL SKOPJE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>23.3</b>	<b>30.0</b>	<b>26.7</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>76.7</b>	<b>13</b>	<b>30</b>		
<b>TOTAL MACEDONIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>23.3</b>	<b>30.0</b>	<b>26.7</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.4</b>	<b>11</b>	<b>34</b>		
<b>MALTA</b>																					
MALTA	RYANAIR	S	42	0	0	0.0	16.7	50.0	19.0	14.3	0.0	0.0	0.0	0.0	0.0	13	73.8	12	42		
<b>TOTAL MALTA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>19.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.8</b>	<b>12</b>	<b>42</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL MALTA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>19.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.8</b>	<b>12</b>	<b>42</b>	
<b>MOROCCO</b>																					
<b>AGADIR (AL MASSIRA)</b>	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CASABLANCA MOHAMED V</b>	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	1	
<b>CASABLANCA MOHAMED V</b>	LUXAVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>41</b>	<b>2</b>	
<b>ESSAOUIRA</b>	EASYJET AIRLINE COMPANY LTD	S	15	0	3	16.7	11.1	38.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16.7	8	87.5	13	16	
<b>TOTAL ESSAOUIRA</b>			<b>15</b>	<b>0</b>	<b>3</b>	<b>16.7</b>	<b>11.1</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>8</b>	<b>87.5</b>	<b>13</b>	<b>16</b>	
<b>MARRAKESH</b>	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>MARRAKESH</b>	RYANAIR	S	22	0	0	0.0	4.5	54.5	22.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	14	20	
<b>TOTAL MARRAKESH</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.5</b>	<b>54.5</b>	<b>22.7</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.0</b>	<b>14</b>	<b>21</b>	
<b>TOTAL MOROCCO</b>			<b>38</b>	<b>0</b>	<b>3</b>	<b>7.3</b>	<b>7.3</b>	<b>46.3</b>	<b>19.5</b>	<b>12.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>14</b>	<b>82.1</b>	<b>15</b>	<b>39</b>	
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	360	0	10	4.1	26.5	37.3	8.1	13.0	6.2	0.8	1.4	0.0	0.0	2.7	20	69.0	17	342	
<b>AMSTERDAM</b>	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2	
<b>AMSTERDAM</b>	VUELING AIRLINES	S	119	0	2	4.1	15.7	35.5	16.5	14.0	8.3	1.7	2.5	0.0	0.0	1.7	27	58.6	24	116	
<b>TOTAL AMSTERDAM</b>			<b>479</b>	<b>0</b>	<b>12</b>	<b>4.1</b>	<b>23.8</b>	<b>36.9</b>	<b>10.2</b>	<b>13.2</b>	<b>6.7</b>	<b>1.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>22</b>	<b>66.5</b>	<b>19</b>	<b>460</b>	
<b>LELYSTAD</b>	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LELYSTAD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>MAASTRICHT</b>	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
<b>TOTAL MAASTRICHT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>25</b>	<b>1</b>	
<b>TOTAL NETHERLANDS</b>			<b>479</b>	<b>0</b>	<b>12</b>	<b>4.1</b>	<b>23.8</b>	<b>36.9</b>	<b>10.2</b>	<b>13.2</b>	<b>6.7</b>	<b>1.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>22</b>	<b>66.5</b>	<b>19</b>	<b>462</b>	
<b>POLAND</b>																					
<b>BYDGOSZCZ</b>	RYANAIR	S	28	0	0	0.0	28.6	50.0	7.1	7.1	0.0	0.0	7.1	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL BYDGOSZCZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>50.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GDANSK</b>	WIZZ AIR	S	144	0	0	7.6	27.1	36.8	11.1	6.9	10.4	0.0	0.0	0.0	0.0	0.0	16	75.8	11	120	
<b>TOTAL GDANSK</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>27.1</b>	<b>36.8</b>	<b>11.1</b>	<b>6.9</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.8</b>	<b>11</b>	<b>120</b>	
<b>KATOWICE</b>	WIZZ AIR	S	159	0	0	10.7	18.2	34.6	18.9	11.3	3.8	0.6	1.9	0.0	0.0	0.0	20	77.7	12	148	
<b>TOTAL KATOWICE</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>18.2</b>	<b>34.6</b>	<b>18.9</b>	<b>11.3</b>	<b>3.8</b>	<b>0.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.7</b>	<b>12</b>	<b>148</b>	
<b>KRAKOW</b>	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2	
<b>TOTAL KRAKOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>2</b>	
<b>LUBLIN (PORT LOTNICZY)</b>	WIZZ AIR	S	56	0	0	25.0	25.0	37.5	3.6	5.4	3.6	0.0	0.0	0.0	0.0	0.0	8	89.6	8	48	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>37.5</b>	<b>3.6</b>	<b>5.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>89.6</b>	<b>8</b>	<b>48</b>
POZNAN	WIZZ AIR	S	88	0	0	8.0	20.5	34.1	10.2	11.4	10.2	3.4	2.3	0.0	0.0	0.0	28	82.9	10	82
<b>TOTAL POZNAN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>20.5</b>	<b>34.1</b>	<b>10.2</b>	<b>11.4</b>	<b>10.2</b>	<b>3.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>82.9</b>	<b>10</b>	<b>82</b>
RZESZOW	RYANAIR	S	28	0	0	3.6	7.1	57.1	14.3	7.1	3.6	7.1	0.0	0.0	0.0	0.0	22	92.3	6	26
<b>TOTAL RZESZOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>7.1</b>	<b>57.1</b>	<b>14.3</b>	<b>7.1</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>92.3</b>	<b>6</b>	<b>26</b>
SZCZECIN (GOLENOW)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.2	2	26
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>96.2</b>	<b>2</b>	<b>26</b>
SZYMANY (MAZURY)	WIZZ AIR	S	18	0	0	11.1	38.9	33.3	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	100.0	2	18
<b>TOTAL SZYMANY (MAZURY)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
WARSAW (CHOPIN)	WIZZ AIR	S	205	0	0	9.3	24.9	29.8	16.1	8.3	8.8	2.0	1.0	0.0	0.0	0.0	22	87.9	6	182
<b>TOTAL WARSAW (CHOPIN)</b>			<b>205</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>24.9</b>	<b>29.8</b>	<b>16.1</b>	<b>8.3</b>	<b>8.8</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>88.0</b>	<b>6</b>	<b>183</b>
WROCLAW	WIZZ AIR	S	64	0	0	21.9	23.4	29.7	10.9	9.4	1.6	0.0	0.0	3.1	0.0	0.0	21	91.9	5	62
<b>TOTAL WROCLAW</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>21.9</b>	<b>23.4</b>	<b>29.7</b>	<b>10.9</b>	<b>9.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>91.9</b>	<b>5</b>	<b>62</b>
<b>TOTAL POLAND</b>			<b>790</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>23.2</b>	<b>34.8</b>	<b>13.2</b>	<b>8.7</b>	<b>6.7</b>	<b>1.3</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>84.3</b>	<b>8</b>	<b>715</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	EASYJET AIRLINE COMPANY LTD	S	94	0	0	11.7	21.3	37.2	9.6	9.6	9.6	0.0	1.1	0.0	0.0	0.0	19	82.4	10	74
FARO	ITALI AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
FARO	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	8	22
FARO	RYANAIR	S	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL FARO</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>21.2</b>	<b>39.4</b>	<b>10.6</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.5</b>	<b>10</b>	<b>97</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	120	0	2	3.3	16.4	38.5	13.1	12.3	11.5	2.5	0.8	0.0	0.0	1.6	25	62.8	20	94
LISBON	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL LISBON</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>16.4</b>	<b>38.5</b>	<b>13.1</b>	<b>12.3</b>	<b>11.5</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>25</b>	<b>63.2</b>	<b>20</b>	<b>95</b>
OPORTO (PORTUGAL)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	17.9	39.3	17.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	65.4	15	26
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>17.9</b>	<b>39.3</b>	<b>17.9</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.4</b>	<b>15</b>	<b>26</b>
<b>TOTAL PORTUGAL</b>			<b>252</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>18.5</b>	<b>39.0</b>	<b>12.6</b>	<b>11.8</b>	<b>9.1</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>21</b>	<b>72.5</b>	<b>15</b>	<b>218</b>
<b>REPUBLIC OF MOLDOVA</b>																				
CHISINAU (KISHINEV)	WIZZ AIR	S	44	0	0	13.6	4.5	20.5	25.0	18.2	6.8	9.1	2.3	0.0	0.0	0.0	35	84.2	28	38
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>4.5</b>	<b>20.5</b>	<b>25.0</b>	<b>18.2</b>	<b>6.8</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>84.2</b>	<b>28</b>	<b>38</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF SERBIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>4.5</b>	<b>20.5</b>	<b>25.0</b>	<b>18.2</b>	<b>6.8</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>84.2</b>	<b>28</b>	<b>38</b>
BELGRADE	WIZZ AIR	S	28	0	0	17.9	14.3	32.1	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	24	88.9	4	18



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL BELGRADE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>14.3</b>	<b>32.1</b>	<b>7.1</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>14.3</b>	<b>32.1</b>	<b>7.1</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
<b>BACAU</b>	BLUE AIR TRANSPORT AERIAN	S	46	0	0	6.5	19.6	37.0	13.0	8.7	8.7	2.2	4.3	0.0	0.0	0.0	30	90.9	6	44
<b>TOTAL BACAU</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>19.6</b>	<b>37.0</b>	<b>13.0</b>	<b>8.7</b>	<b>8.7</b>	<b>2.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>90.9</b>	<b>6</b>	<b>44</b>
<b>BUCHAREST (OTOPENI)</b>	BLUE AIR TRANSPORT AERIAN	S	84	0	0	6.0	31.0	36.9	10.7	7.1	3.6	4.8	0.0	0.0	0.0	0.0	17	86.6	7	82
<b>BUCHAREST (OTOPENI)</b>	WIZZ AIR	S	158	0	2	10.0	15.6	28.1	13.8	13.8	12.5	1.3	3.8	0.0	0.0	1.3	33	70.3	17	155
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>242</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>20.9</b>	<b>31.1</b>	<b>12.7</b>	<b>11.5</b>	<b>9.4</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>28</b>	<b>75.9</b>	<b>13</b>	<b>237</b>
<b>CLUJ NAPOCA</b>	BLUE AIR TRANSPORT AERIAN	S	20	0	0	5.0	40.0	35.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	16	83.3	5	6
<b>CLUJ NAPOCA</b>	WIZZ AIR	S	140	0	0	14.3	26.4	31.4	6.4	11.4	8.6	1.4	0.0	0.0	0.0	0.0	18	87.9	6	140
<b>TOTAL CLUJ NAPOCA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>28.1</b>	<b>31.9</b>	<b>6.9</b>	<b>10.0</b>	<b>8.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.7</b>	<b>6</b>	<b>146</b>
<b>CONSTANTA</b>	WIZZ AIR	S	21	0	0	19.0	19.0	23.8	14.3	9.5	9.5	4.8	0.0	0.0	0.0	0.0	26	93.8	4	16
<b>TOTAL CONSTANTA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>19.0</b>	<b>23.8</b>	<b>14.3</b>	<b>9.5</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>93.8</b>	<b>4</b>	<b>16</b>
<b>CRAIOVA</b>	WIZZ AIR	S	59	0	2	1.6	11.5	23.0	14.8	13.1	19.7	8.2	4.9	0.0	0.0	3.3	52	83.3	6	48
<b>TOTAL CRAIOVA</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>11.5</b>	<b>23.0</b>	<b>14.8</b>	<b>13.1</b>	<b>19.7</b>	<b>8.2</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>52</b>	<b>83.3</b>	<b>6</b>	<b>48</b>
<b>IASI</b>	BLUE AIR TRANSPORT AERIAN	S	30	0	0	16.7	43.3	23.3	3.3	10.0	0.0	3.3	0.0	0.0	0.0	0.0	11	75.0	8	32
<b>IASI</b>	TAROM	S	16	0	2	5.6	16.7	27.8	16.7	5.6	16.7	0.0	0.0	0.0	0.0	11.1	20	77.3	9	22
<b>IASI</b>	WIZZ AIR	S	58	0	0	25.9	19.0	25.9	6.9	12.1	5.2	5.2	0.0	0.0	0.0	0.0	21	71.7	10	46
<b>TOTAL IASI</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>19.8</b>	<b>25.5</b>	<b>25.5</b>	<b>7.5</b>	<b>10.4</b>	<b>5.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>74.0</b>	<b>9</b>	<b>100</b>
<b>SATU MARE</b>	WIZZ AIR	S	16	0	0	0.0	25.0	43.8	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	11	94.4	4	18
<b>TOTAL SATU MARE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
<b>SIBIU</b>	WIZZ AIR	S	36	0	0	8.3	16.7	33.3	19.4	16.7	2.8	0.0	2.8	0.0	0.0	0.0	26	86.8	6	38
<b>TOTAL SIBIU</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>33.3</b>	<b>19.4</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>86.8</b>	<b>6</b>	<b>38</b>
<b>SUCEAVA</b>	WIZZ AIR	S	48	0	0	0.0	12.5	50.0	16.7	12.5	8.3	0.0	0.0	0.0	0.0	0.0	20	77.8	11	36
<b>TOTAL SUCEAVA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>16.7</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.8</b>	<b>11</b>	<b>36</b>
<b>TIMISOARA</b>	WIZZ AIR	S	62	0	0	12.9	17.7	35.5	9.7	14.5	3.2	4.8	1.6	0.0	0.0	0.0	25	87.1	13	62
<b>TOTAL TIMISOARA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>17.7</b>	<b>35.5</b>	<b>9.7</b>	<b>14.5</b>	<b>3.2</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>87.1</b>	<b>13</b>	<b>62</b>
<b>TOTAL ROMANIA</b>			<b>794</b>	<b>0</b>	<b>6</b>	<b>10.3</b>	<b>21.3</b>	<b>31.9</b>	<b>11.6</b>	<b>11.4</b>	<b>8.5</b>	<b>2.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>25</b>	<b>81.7</b>	<b>10</b>	<b>745</b>
<b>RUSSIA</b>																				
<b>MOSCOW (VNUKOVO)</b>	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	8
<b>MOSCOW (VNUKOVO)</b>	ELITAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>MOSCOW (VNUKOVO)</b>	EUROP STAR AIRCRAFT GMBH	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>MOSCOW (VNUKOVO)</b>	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	7
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.5</b>	<b>11</b>	<b>17</b>
<b>TOTAL RUSSIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.5</b>	<b>11</b>	<b>17</b>
<b>SAUDI ARABIA</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
RIYADH	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL RIYADH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL SAUDI ARABIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	WIZZ AIR	S	14	0	0	0.0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL BRATISLAVA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>57.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KOSICE	WIZZ AIR	S	62	0	0	29.0	30.6	19.4	9.7	6.5	4.8	0.0	0.0	0.0	0.0	0.0	10	89.1	5	64
<b>TOTAL KOSICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>29.0</b>	<b>30.6</b>	<b>19.4</b>	<b>9.7</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.1</b>	<b>5</b>	<b>64</b>
TATRY-POPRAD	WIZZ AIR	S	28	0	0	17.9	42.9	21.4	7.1	10.7	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	8	32
<b>TOTAL TATRY-POPRAD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>42.9</b>	<b>21.4</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>8</b>	<b>32</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>22.1</b>	<b>34.6</b>	<b>25.0</b>	<b>8.7</b>	<b>6.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.4</b>	<b>6</b>	<b>96</b>
<b>SLOVENIA</b>																				
LJUBLJANA	WIZZ AIR	S	36	0	1	18.9	29.7	29.7	8.1	5.4	5.4	0.0	0.0	0.0	0.0	2.7	12	85.3	7	34
<b>TOTAL LJUBLJANA</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>18.9</b>	<b>29.7</b>	<b>29.7</b>	<b>8.1</b>	<b>5.4</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>12</b>	<b>85.3</b>	<b>7</b>	<b>34</b>
<b>TOTAL SLOVENIA</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>18.9</b>	<b>29.7</b>	<b>29.7</b>	<b>8.1</b>	<b>5.4</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>12</b>	<b>85.3</b>	<b>7</b>	<b>34</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	97	0	0	5.2	17.5	42.3	17.5	12.4	4.1	1.0	0.0	0.0	0.0	0.0	17	67.1	19	79
ALICANTE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.5	16	40
<b>TOTAL ALICANTE</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>17.5</b>	<b>42.3</b>	<b>17.5</b>	<b>12.4</b>	<b>4.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>68.9</b>	<b>18</b>	<b>119</b>
BARCELONA	AVCON JET AG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	183	0	2	9.2	21.6	37.8	13.5	7.0	7.0	1.6	1.1	0.0	0.0	1.1	20	76.3	15	186
BARCELONA	EL AL	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BARCELONA	EXECUTIVE AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
BARCELONA	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
BARCELONA	VUELING AIRLINES	S	102	0	0	9.8	21.6	35.3	7.8	13.7	5.9	2.0	3.9	0.0	0.0	0.0	25	69.7	21	122
<b>TOTAL BARCELONA</b>			<b>286</b>	<b>0</b>	<b>2</b>	<b>9.4</b>	<b>21.9</b>	<b>36.8</b>	<b>11.5</b>	<b>9.4</b>	<b>6.6</b>	<b>1.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>22</b>	<b>74.0</b>	<b>18</b>	<b>311</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
BILBAO	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
<b>TOTAL BILBAO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</b>
GIRONA	RYANAIR	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	6
<b>TOTAL GIRONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>6</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	84	0	2	9.3	16.3	39.5	10.5	9.3	9.3	1.2	2.3	0.0	0.0	2.3	23	64.8	21	88
<b>TOTAL MADRID</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>9.3</b>	<b>16.3</b>	<b>39.5</b>	<b>10.5</b>	<b>9.3</b>	<b>9.3</b>	<b>1.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>23</b>	<b>64.8</b>	<b>21</b>	<b>88</b>
MALAGA	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	89	0	1	4.4	14.4	28.9	17.8	17.8	12.2	3.3	0.0	0.0	0.0	1.1	29	67.1	18	79	
MALAGA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.0	20	37	
MALAGA	RYANAIR	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0	
MALAGA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>92</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>14.0</b>	<b>29.0</b>	<b>18.3</b>	<b>17.2</b>	<b>12.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>29</b>	<b>68.4</b>	<b>18</b>	<b>117</b>	
MURCIA SAN JAVIER	RYANAIR	S	32	0	2	14.7	17.6	32.4	14.7	11.8	2.9	0.0	0.0	0.0	0.0	5.9	14	86.7	4	30	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>14.7</b>	<b>17.6</b>	<b>32.4</b>	<b>14.7</b>	<b>11.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>14</b>	<b>86.7</b>	<b>4</b>	<b>30</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	4.8	19.0	40.5	16.7	4.8	9.5	4.8	0.0	0.0	0.0	0.0	21	67.4	17	46	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>18.6</b>	<b>41.9</b>	<b>16.3</b>	<b>4.7</b>	<b>9.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>67.4</b>	<b>17</b>	<b>46</b>	
REUS	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL REUS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	3.8	34.6	34.6	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>34.6</b>	<b>19.2</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	21.4	39.3	10.7	17.9	7.1	0.0	0.0	0.0	0.0	0.0	17	92.3	6	26	
<b>TOTAL VALENCIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>39.3</b>	<b>10.7</b>	<b>17.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>92.3</b>	<b>6</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>698</b>	<b>0</b>	<b>7</b>	<b>7.5</b>	<b>19.9</b>	<b>37.0</b>	<b>13.8</b>	<b>10.9</b>	<b>7.1</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>72.2</b>	<b>17</b>	<b>745</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	11.5	23.1	26.9	19.2	7.7	3.8	7.7	0.0	0.0	0.0	0.0	22	83.3	6	18	
ARRECIFE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	10	26	
ARRECIFE	RYANAIR	S	18	0	0	0.0	0.0	55.6	22.2	5.6	11.1	0.0	0.0	5.6	0.0	0.0	50	72.2	17	18	
ARRECIFE	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	75.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	87.5	7	8	
<b>TOTAL ARRECIFE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>13.5</b>	<b>44.2</b>	<b>17.3</b>	<b>5.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>78.6</b>	<b>11</b>	<b>70</b>	
FUERTEVENTURA	RYANAIR	S	18	0	0	5.6	33.3	44.4	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	68.8	17	16	
FUERTEVENTURA	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	44.4	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	27	37.5	41	8	
<b>TOTAL FUERTEVENTURA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>29.6</b>	<b>44.4</b>	<b>14.8</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>58.3</b>	<b>25</b>	<b>24</b>	
LAS PALMAS	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.2	19	18	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	29	75.0	11	8	
<b>TOTAL LAS PALMAS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>41.7</b>	<b>8.3</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>73.1</b>	<b>16</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	27	0	0	14.8	22.2	37.0	11.1	0.0	7.4	7.4	0.0	0.0	0.0	0.0	24	77.8	13	18	
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.7	18	60	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	16	0	0	6.3	12.5	62.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	7	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	72.2	16	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>19.7</b>	<b>49.2</b>	<b>11.5</b>	<b>4.9</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.4</b>	<b>15</b>	<b>114</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>19.7</b>	<b>46.1</b>	<b>13.8</b>	<b>4.6</b>	<b>6.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>74.4</b>	<b>15</b>	<b>234</b>
STOCKHOLM (ARLANDA)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	17.6	44.1	8.8	17.6	0.0	0.0	11.8	0.0	0.0	0.0	42	75.0	11	8
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>44.1</b>	<b>8.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>75.0</b>	<b>11</b>	<b>8</b>
<b>TOTAL SWEDEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>44.1</b>	<b>8.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>75.0</b>	<b>11</b>	<b>8</b>
SWITZERLAND																				
BALE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	51	0	3	9.3	24.1	37.0	7.4	5.6	9.3	1.9	0.0	0.0	0.0	5.6	19	90.7	5	54
BALE MULHOUSE	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
<b>TOTAL BALE MULHOUSE</b>			<b>51</b>	<b>0</b>	<b>3</b>	<b>9.3</b>	<b>24.1</b>	<b>37.0</b>	<b>7.4</b>	<b>5.6</b>	<b>9.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>19</b>	<b>91.1</b>	<b>5</b>	<b>56</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	326	0	21	1.4	17.6	38.6	11.5	14.1	6.1	4.3	0.3	0.0	0.0	6.1	25	61.9	20	312
GENEVA	EASYJET SWITZERLAND	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL GENEVA</b>			<b>328</b>	<b>0</b>	<b>21</b>	<b>1.4</b>	<b>17.5</b>	<b>39.0</b>	<b>11.5</b>	<b>14.0</b>	<b>6.0</b>	<b>4.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>25</b>	<b>61.9</b>	<b>20</b>	<b>312</b>
ZURICH	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
ZURICH	EASYJET AIRLINE COMPANY LTD	S	106	0	4	0.9	30.9	40.0	10.0	10.0	4.5	0.0	0.0	0.0	0.0	3.6	14	84.3	6	102
ZURICH	LUXAVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
ZURICH	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
<b>TOTAL ZURICH</b>			<b>106</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>30.9</b>	<b>40.0</b>	<b>10.0</b>	<b>10.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>14</b>	<b>85.2</b>	<b>6</b>	<b>108</b>
<b>TOTAL SWITZERLAND</b>			<b>485</b>	<b>0</b>	<b>28</b>	<b>2.1</b>	<b>21.1</b>	<b>39.0</b>	<b>10.7</b>	<b>12.3</b>	<b>6.0</b>	<b>3.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>22</b>	<b>70.6</b>	<b>15</b>	<b>476</b>
TURKEY																				
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL ANTALYA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL DALAMAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ISTANBUL	MNG AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL ISTANBUL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
<b>TOTAL TURKEY</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>9.1</b>	<b>45.5</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>10</b>	<b>1</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m early		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	15 m to 1 m early														
<b>UKRAINE</b>																					
KIEV (BORISPOL)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2		
<b>TOTAL KIEV (BORISPOL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>		
KIEV (ZHULYANY)	AVCON JET AG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1			
KIEV (ZHULYANY)	WIZZ AIR	S	26	0	0	15.4	7.7	46.2	15.4	11.5	3.8	0.0	0.0	0.0	0.0	15	88.9	7	18		
<b>TOTAL KIEV (ZHULYANY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>7.7</b>	<b>46.2</b>	<b>15.4</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>89.5</b>	<b>6</b>	<b>19</b>		
<b>TOTAL UKRAINE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>7.7</b>	<b>46.2</b>	<b>15.4</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>90.5</b>	<b>6</b>	<b>21</b>		
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI - BATEEN	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1			
<b>TOTAL ABU DHABI - BATEEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>			
DUBAI	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1				
<b>TOTAL DUBAI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>				
<b>TOTAL UNITED ARAB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</b>		
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	48	0	2	8.0	38.0	24.0	8.0	6.0	12.0	0.0	0.0	0.0	4.0	16	59.3	21	54		
<b>TOTAL ABERDEEN</b>			<b>48</b>	<b>0</b>	<b>2</b>	<b>8.0</b>	<b>38.0</b>	<b>24.0</b>	<b>8.0</b>	<b>6.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>16</b>	<b>59.3</b>	<b>21</b>	<b>54</b>		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	209	0	4	0.9	31.5	38.0	12.7	8.0	4.7	0.9	1.4	0.0	1.9	18	75.8	13	215		
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>209</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>31.5</b>	<b>38.0</b>	<b>12.7</b>	<b>8.0</b>	<b>4.7</b>	<b>0.9</b>	<b>1.4</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>75.8</b>	<b>13</b>	<b>215</b>		
BIRMINGHAM	EUROWINGS LUFTVERKEHRS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
<b>TOTAL BIRMINGHAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	7	0	0	0.0	14.3	0.0	14.3	71.4	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0		
<b>TOTAL BRISTOL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>71.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CAMBRIDGE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	23.1	31	13		
<b>TOTAL CAMBRIDGE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>23.1</b>	<b>31</b>	<b>13</b>		
EAST MIDLANDS INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	25	5		
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>20.0</b>	<b>25</b>	<b>5</b>		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	176	0	14	3.7	27.4	26.8	16.8	11.6	5.3	0.5	0.5	0.0	7.4	18	67.9	17	190		
EDINBURGH	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
<b>TOTAL EDINBURGH</b>			<b>177</b>	<b>0</b>	<b>14</b>	<b>3.7</b>	<b>27.2</b>	<b>27.2</b>	<b>16.8</b>	<b>11.5</b>	<b>5.2</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>7.3</b>	<b>18</b>	<b>67.9</b>	<b>17</b>	<b>190</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GATWICK	EASYJET AIRLINE COMPANY LTD	S	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	33.3	62	3
GATWICK	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	3
<b>TOTAL GATWICK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>16.7</b>	<b>44</b>	<b>6</b>
GLASGOW	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	132	0	12	3.5	29.2	34.7	10.4	9.0	2.1	2.8	0.0	0.0	0.0	8.3	15	76.0	14	146
GLASGOW	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
GLASGOW	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
GLASGOW	WIZZ AIR	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>135</b>	<b>0</b>	<b>12</b>	<b>4.1</b>	<b>29.3</b>	<b>34.7</b>	<b>10.2</b>	<b>8.8</b>	<b>2.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>15</b>	<b>75.7</b>	<b>14</b>	<b>148</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	72	0	0	1.4	26.4	36.1	6.9	12.5	15.3	1.4	0.0	0.0	0.0	0.0	24	51.5	26	68
<b>TOTAL INVERNESS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>26.4</b>	<b>36.1</b>	<b>6.9</b>	<b>12.5</b>	<b>15.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>51.5</b>	<b>26</b>	<b>68</b>
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	8	0	0	25.0	12.5	12.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	27	66.7	14	9
<b>TOTAL ISLE OF MAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>66.7</b>	<b>14</b>	<b>9</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	14	0	0	14.3	14.3	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	81.6	7	38
<b>TOTAL JERSEY</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>57.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.6</b>	<b>7</b>	<b>38</b>
LEEDS BRADFORD	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2
<b>TOTAL LEEDS BRADFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LYDD	AIR HAMBURG	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL LYDD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
MANCHESTER	ITALI AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
MANCHESTER	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL MANCHESTER</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
PRESTWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	78	1
<b>TOTAL SOUTHEND</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>78</b>	<b>1</b>

Reporting Airport: LUTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
STANSTED	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	31	5
STANSTED	RYANAIR	S	3	0	0	0.0	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	70	25.0	29	4
<b>TOTAL STANSTED</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>44.4</b>	<b>30</b>	<b>9</b>
<b>TOTAL UNITED KINGDOM</b>			<b>689</b>	<b>0</b>	<b>32</b>	<b>3.5</b>	<b>29.1</b>	<b>32.7</b>	<b>12.2</b>	<b>10.4</b>	<b>6.0</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>18</b>	<b>68.5</b>	<b>17</b>	<b>763</b>
<b>USA</b>																				
LOS ANGELES INTERNATIONAL	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>
NEW YORK (NEWARK)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
<b>TOTAL NEW YORK (NEWARK)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
SAN JOSE	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL SAN JOSE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>
TETERBORO	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL TETERBORO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>
WHITE PLAINS	TALON AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL WHITE PLAINS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL USA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>5</b>
<b>VENEZUELA</b>																				
CARACAS	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
<b>TOTAL CARACAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>
<b>TOTAL VENEZUELA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>
<b>TOTAL LUTON</b>			<b>7934</b>	<b>0</b>	<b>146</b>	<b>6.6</b>	<b>23.1</b>	<b>36.5</b>	<b>12.3</b>	<b>10.3</b>	<b>6.3</b>	<b>1.9</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.8</b>	<b>21</b>	<b>76.9</b>	<b>12</b>	<b>8286</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>ANTIGUA AND BARBUDA</b>																				
ANTIGUA	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	43	4
<b>TOTAL ANTIGUA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>43</b>	<b>4</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>43</b>	<b>4</b>
<b>AUSTRIA</b>																				
INNSBRUCK	AUSTRIAN AIRLINES	C	10	0	0	0.0	30.0	40.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	100.0	6	8
INNSBRUCK	FLYBE LTD	S	8	0	0	0.0	12.5	37.5	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47	75.0	26	8
INNSBRUCK	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	1	18
INNSBRUCK	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	33.3	50.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	15
INNSBRUCK	TUI AIRWAYS LTD	C	17	0	0	17.6	17.6	41.2	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	73.3	11	15
<b>TOTAL INNSBRUCK</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>24.5</b>	<b>43.4</b>	<b>7.5</b>	<b>3.8</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>89.1</b>	<b>7</b>	<b>64</b>
SALZBURG	BRITISH AIRWAYS PLC	S	10	0	0	30.0	10.0	30.0	10.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	42	0.0	0	0
SALZBURG	EUROWINGS LUFTVERKEHRS	S	13	0	1	21.4	28.6	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	3	0.0	0	0
SALZBURG	JET2.COM LTD	S	18	0	0	11.1	22.2	38.9	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	100.0	3	16
SALZBURG	TUI AIRWAYS LTD	C	13	0	0	0.0	7.7	23.1	15.4	23.1	23.1	7.7	0.0	0.0	0.0	0.0	45	70.0	12	10
<b>TOTAL SALZBURG</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>18.2</b>	<b>32.7</b>	<b>10.9</b>	<b>9.1</b>	<b>7.3</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>24</b>	<b>88.5</b>	<b>6</b>	<b>26</b>
VIENNA	AUSTRIAN AIRLINES	S	44	0	4	2.1	37.5	41.7	2.1	8.3	0.0	0.0	0.0	0.0	0.0	8.3	8	95.7	2	46
VIENNA	EASYJET AIRLINE COMPANY LTD	S	20	0	0	0.0	40.0	35.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	9	86.4	6	22
<b>TOTAL VIENNA</b>			<b>64</b>	<b>0</b>	<b>4</b>	<b>1.5</b>	<b>38.2</b>	<b>39.7</b>	<b>4.4</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>8</b>	<b>92.6</b>	<b>4</b>	<b>68</b>
<b>TOTAL AUSTRIA</b>			<b>171</b>	<b>0</b>	<b>5</b>	<b>8.0</b>	<b>27.8</b>	<b>38.6</b>	<b>7.4</b>	<b>8.0</b>	<b>5.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>16</b>	<b>90.5</b>	<b>6</b>	<b>158</b>
<b>BARBADOS</b>																				
BRIDGETOWN	THOMAS COOK AIRLINES LTD	C	8	0	0	25.0	0.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	78.6	12	14
BRIDGETOWN	THOMAS COOK AIRLINES LTD	S	12	0	0	8.3	16.7	58.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	19	13
BRIDGETOWN	TUI AIRWAYS LTD	C	21	0	0	9.5	14.3	38.1	4.8	0.0	9.5	4.8	9.5	9.5	0.0	0.0	85	82.6	11	23
BRIDGETOWN	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	16.7	27.8	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	3	18
<b>TOTAL BRIDGETOWN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>16.4</b>	<b>41.0</b>	<b>11.5</b>	<b>4.9</b>	<b>4.9</b>	<b>1.6</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>82.4</b>	<b>11</b>	<b>68</b>
<b>TOTAL BARBADOS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>16.4</b>	<b>41.0</b>	<b>11.5</b>	<b>4.9</b>	<b>4.9</b>	<b>1.6</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>82.4</b>	<b>11</b>	<b>68</b>
<b>BELGIUM</b>																				
ANTWERP	TYROLEAN AIRWAYS	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL ANTWERP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BRUSSELS	BRUSSELS AIRLINES	S	159	0	8	0.6	21.0	41.3	18.0	12.0	2.4	0.0	0.0	0.0	0.0	4.8	15	78.8	9	170
<b>TOTAL BRUSSELS</b>			<b>159</b>	<b>0</b>	<b>8</b>	<b>0.6</b>	<b>21.0</b>	<b>41.3</b>	<b>18.0</b>	<b>12.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>15</b>	<b>78.8</b>	<b>9</b>	<b>170</b>
CHARLEROI	RYANAIR	S	86	0	0	4.7	40.7	43.0	10.5	1.2	0.0	0.0	0.0	0.0	0.0	0.0	5	88.0	5	108



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CHARLEROI</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>40.7</b>	<b>43.0</b>	<b>10.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.0</b>	<b>5</b>	<b>108</b>
<b>TOTAL BELGIUM</b>			<b>247</b>	<b>0</b>	<b>8</b>	<b>2.0</b>	<b>27.5</b>	<b>42.4</b>	<b>15.3</b>	<b>8.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>11</b>	<b>82.4</b>	<b>8</b>	<b>278</b>
<b>BULGARIA</b>																				
<b>SOFIA</b>	EASYJET AIRLINE COMPANY LTD	S	42	0	0	19.0	21.4	40.5	9.5	7.1	2.4	0.0	0.0	0.0	0.0	0.0	10	79.4	8	34
<b>SOFIA</b>	JET2.COM LTD	C	10	0	0	10.0	20.0	50.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	33	60.0	16	5
<b>SOFIA</b>	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	6
<b>SOFIA</b>	TUI AIRWAYS LTD	C	3	0	0	33.3	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	71	66.7	10	3
<b>TOTAL SOFIA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>20.0</b>	<b>40.0</b>	<b>7.3</b>	<b>5.5</b>	<b>3.6</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.9</b>	<b>11</b>	<b>48</b>	
<b>TOTAL BULGARIA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>20.0</b>	<b>40.0</b>	<b>7.3</b>	<b>5.5</b>	<b>3.6</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.9</b>	<b>11</b>	<b>48</b>	
<b>CANADA</b>																				
<b>TORONTO</b>	AIR TRANSAT	S	18	0	0	0.0	5.6	44.4	27.8	5.6	11.1	5.6	0.0	0.0	0.0	0.0	30	37.5	45	8
<b>TOTAL TORONTO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>44.4</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>37.5</b>	<b>45</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>44.4</b>	<b>27.8</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>37.5</b>	<b>45</b>	<b>8</b>
<b>CAPE VERDE ISLANDS</b>																				
<b>BOA VISTA (RABIL)</b>	TUI AIRWAYS LTD	S	26	0	0	15.4	23.1	30.8	11.5	7.7	7.7	3.8	0.0	0.0	0.0	0.0	18	84.6	4	26
<b>TOTAL BOA VISTA (RABIL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>23.1</b>	<b>30.8</b>	<b>11.5</b>	<b>7.7</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.6</b>	<b>4</b>	<b>26</b>
<b>ILHA DO SAL C.VERDE</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	81.3	18	16
<b>ILHA DO SAL C.VERDE</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0
<b>ILHA DO SAL C.VERDE</b>	TUI AIRWAYS LTD	S	16	0	0	6.3	18.8	56.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	5	18
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>18.5</b>	<b>63.0</b>	<b>3.7</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.3</b>	<b>11</b>	<b>34</b>
<b>TOTAL CAPE VERDE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>20.8</b>	<b>47.2</b>	<b>7.5</b>	<b>7.5</b>	<b>5.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.0</b>	<b>8</b>	<b>60</b>
<b>CHINA</b>																				
<b>BEIJING</b>	HAINAN AIRLINES	S	28	0	0	7.1	28.6	42.9	10.7	3.6	0.0	3.6	3.6	0.0	0.0	0.0	19	77.8	12	36
<b>TOTAL BEIJING</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>42.9</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.8</b>	<b>12</b>	<b>36</b>
<b>TOTAL CHINA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>42.9</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.8</b>	<b>12</b>	<b>36</b>
<b>CROATIA</b>																				
<b>DUBROVNIK</b>	JET2.COM LTD	S	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	7	2
<b>TOTAL DUBROVNIK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
<b>ZADAR</b>	RYANAIR	S	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL ZADAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
<b>CUBA</b>																				
<b>CUNAGUA (CAYO COCO)</b>	THOMAS COOK AIRLINES LTD	S	9	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	4	10
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>4</b>	<b>10</b>
<b>HOLGUIN (FRANK PAIS)</b>	THOMAS COOK AIRLINES LTD	S	14	0	0	7.1	7.1	35.7	7.1	21.4	21.4	0.0	0.0	0.0	0.0	0.0	32	81.3	14	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>7.1</b>	<b>35.7</b>	<b>7.1</b>	<b>21.4</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>81.3</b>	<b>14</b>	<b>16</b>	
VARADERO	CONDOR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
VARADERO	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	10.0	40.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	22	44.4	52	9	
<b>TOTAL VARADERO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>40.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>40.0</b>	<b>48</b>	<b>10</b>	
<b>TOTAL CUBA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>6.1</b>	<b>45.5</b>	<b>3.0</b>	<b>18.2</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>72.2</b>	<b>21</b>	<b>36</b>	
<b>CYPRUS</b>																					
LARNACA	COBALT	S	20	0	0	0.0	40.0	40.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	12	94.4	5	18	
LARNACA	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	
LARNACA	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	4	
<b>TOTAL LARNACA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>38.5</b>	<b>11.5</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>95.5</b>	<b>4</b>	<b>22</b>	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	62	0	1	14.3	23.8	30.2	7.9	9.5	6.3	6.3	0.0	0.0	0.0	1.6	22	66.7	22	57	
PAPHOS	JET2.COM LTD	S	18	0	0	16.7	22.2	38.9	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	8	
PAPHOS	THOMAS COOK AIRLINES LTD	S	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	40.0	46	5	
PAPHOS	TUI AIRWAYS LTD	C	33	0	0	12.1	18.2	33.3	18.2	12.1	3.0	3.0	0.0	0.0	0.0	0.0	17	81.0	7	42	
<b>TOTAL PAPHOS</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>13.4</b>	<b>21.8</b>	<b>32.8</b>	<b>10.9</b>	<b>11.8</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>73.2</b>	<b>16</b>	<b>112</b>	
<b>TOTAL CYPRUS</b>			<b>144</b>	<b>0</b>	<b>1</b>	<b>11.0</b>	<b>23.4</b>	<b>33.8</b>	<b>11.0</b>	<b>12.4</b>	<b>4.1</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>76.9</b>	<b>14</b>	<b>134</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	63	0	0	3.2	22.2	28.6	12.7	19.0	6.3	4.8	0.0	3.2	0.0	0.0	43	70.4	20	54	
PRAGUE	JET2.COM LTD	S	36	0	0	0.0	33.3	52.8	5.6	2.8	0.0	0.0	5.6	0.0	0.0	0.0	18	88.9	5	36	
<b>TOTAL PRAGUE</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>26.3</b>	<b>37.4</b>	<b>10.1</b>	<b>13.1</b>	<b>4.0</b>	<b>3.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>77.8</b>	<b>14</b>	<b>90</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>26.3</b>	<b>37.4</b>	<b>10.1</b>	<b>13.1</b>	<b>4.0</b>	<b>3.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>77.8</b>	<b>14</b>	<b>90</b>	
<b>DENMARK</b>																					
BILLUND	BRITISH AIRWAYS PLC	S	100	0	0	0.0	59.0	30.0	2.0	3.0	6.0	0.0	0.0	0.0	0.0	0.0	7	95.0	3	100	
<b>TOTAL BILLUND</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>59.0</b>	<b>30.0</b>	<b>2.0</b>	<b>3.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>95.0</b>	<b>3</b>	<b>100</b>	
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	90	0	0	6.7	37.8	32.2	10.0	3.3	8.9	0.0	1.1	0.0	0.0	0.0	17	78.3	8	90	
COPENHAGEN	SAS	S	147	0	0	2.7	31.3	32.0	15.0	14.3	4.8	0.0	0.0	0.0	0.0	0.0	15	84.8	8	156	
<b>TOTAL COPENHAGEN</b>			<b>237</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.8</b>	<b>32.1</b>	<b>13.1</b>	<b>10.1</b>	<b>6.3</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.4</b>	<b>8</b>	<b>246</b>	
<b>TOTAL DENMARK</b>			<b>337</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>41.2</b>	<b>31.5</b>	<b>9.8</b>	<b>8.0</b>	<b>6.2</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.0</b>	<b>7</b>	<b>346</b>	
<b>DOMINICAN REPUBLIC</b>																					
LA ROMANA	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL LA ROMANA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PUERTO PLATA	TUI AIRWAYS LTD	C	8	0	0	25.0	12.5	37.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	26	100.0	6	8	
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>100.0</b>	<b>6</b>	<b>8</b>	
PUNTA CANA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	8	
PUNTA CANA	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	44.4	11.1	27.8	0.0	5.6	5.6	0.0	0.0	0.0	37	83.3	5	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL PUNTA CANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>44.4</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>80.8</b>	<b>8</b>	<b>26</b>
<b>TOTAL DOMINICAN</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>10.3</b>	<b>44.8</b>	<b>6.9</b>	<b>20.7</b>	<b>0.0</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>85.3</b>	<b>7</b>	<b>34</b>
<b>EGYPT</b>																				
HURGHADA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.6	7	44
HURGHADA	THOMAS COOK AIRLINES LTD	S	61	0	0	4.9	23.0	41.0	14.8	9.8	6.6	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
HURGHADA	TUI AIRWAYS LTD	S	18	0	0	0.0	5.6	66.7	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	12	18
<b>TOTAL HURGHADA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.0</b>	<b>46.8</b>	<b>16.5</b>	<b>8.9</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.5</b>	<b>9</b>	<b>62</b>
<b>TOTAL EGYPT</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.0</b>	<b>46.8</b>	<b>16.5</b>	<b>8.9</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.5</b>	<b>9</b>	<b>62</b>
<b>FINLAND</b>																				
ENONTEKIO	ENTER AIR	C	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	59	0.0	0	0
<b>TOTAL ENONTEKIO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HELSINKI	FINNAIR	S	124	0	0	3.2	29.0	52.4	13.7	0.8	0.8	0.0	0.0	0.0	0.0	0.0	7	81.5	6	118
HELSINKI	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL HELSINKI</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>28.8</b>	<b>52.0</b>	<b>14.4</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.5</b>	<b>6</b>	<b>118</b>
KITTLA	JET2.COM LTD	C	8	0	0	12.5	12.5	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	60.0	10	5
<b>TOTAL KITTLA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>60.0</b>	<b>10</b>	<b>5</b>
<b>TOTAL FINLAND</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>27.0</b>	<b>50.4</b>	<b>14.6</b>	<b>2.2</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.6</b>	<b>6</b>	<b>123</b>
<b>FRANCE</b>																				
BEAUVAIS	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.1	13	28
<b>TOTAL BEAUVAIS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>82.1</b>	<b>13</b>	<b>28</b>
BEZIERS	RYANAIR	S	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	7	2
<b>TOTAL BEZIERS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
CARCASSONNE	RYANAIR	S	17	0	1	5.6	5.6	38.9	16.7	11.1	16.7	0.0	0.0	0.0	0.0	5.6	27	55.6	36	16
<b>TOTAL CARCASSONNE</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>5.6</b>	<b>38.9</b>	<b>16.7</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>27</b>	<b>55.6</b>	<b>36</b>	<b>16</b>
CHAMBERY	BRITISH AIRWAYS PLC	C	8	0	0	0.0	12.5	0.0	12.5	37.5	12.5	25.0	0.0	0.0	0.0	0.0	68	0.0	0	0
CHAMBERY	BRITISH AIRWAYS PLC	S	10	0	0	0.0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
CHAMBERY	FLYBE LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	40	4	
CHAMBERY	FLYBE LTD	S	8	0	0	0.0	12.5	50.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	46	25.0	34	12
CHAMBERY	TITAN AIRWAYS LTD	C	8	0	0	0.0	0.0	12.5	0.0	37.5	37.5	12.5	0.0	0.0	0.0	0.0	76	0.0	0	0
CHAMBERY	TUI AIRWAYS LTD	C	20	0	0	0.0	10.0	70.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	56.3	20	16
<b>TOTAL CHAMBERY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.4</b>	<b>42.6</b>	<b>13.0</b>	<b>13.0</b>	<b>14.8</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>43.8</b>	<b>28</b>	<b>32</b>
GRENOBLE	DUCAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
GRENOBLE	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8	
GRENOBLE	JET2.COM LTD	S	26	0	0	0.0	11.5	53.8	15.4	3.8	7.7	7.7	0.0	0.0	0.0	0.0	24	75.0	8	16
GRENOBLE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	24	
GRENOBLE	THOMAS COOK AIRLINES LTD	C	10	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
GRENOBLE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	12.5	25	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL GRENOBLE</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.1</b>	<b>56.8</b>	<b>16.2</b>	<b>8.1</b>	<b>5.4</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>67.9</b>	<b>10</b>	<b>56</b>	
LIMOGES	RYANAIR	S	18	0	2	0.0	15.0	20.0	10.0	25.0	20.0	0.0	0.0	0.0	0.0	10.0	34	80.0	6	18	
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.0</b>	<b>20.0</b>	<b>10.0</b>	<b>25.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>34</b>	<b>80.0</b>	<b>6</b>	<b>18</b>	
LYON	EASYJET AIRLINE COMPANY LTD	S	10	0	0	0.0	20.0	40.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	13	8	
LYON	FLYBE LTD	S	47	0	0	0.0	4.3	57.4	23.4	2.1	8.5	4.3	0.0	0.0	0.0	0.0	24	61.7	18	60	
LYON	JET2.COM LTD	S	10	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	12.5	41	8	
<b>TOTAL LYON</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.0</b>	<b>58.2</b>	<b>20.9</b>	<b>6.0</b>	<b>6.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>57.9</b>	<b>20</b>	<b>76</b>	
LYON(BRON)	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LYON(BRON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	23	18	
<b>TOTAL MARSEILLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>23</b>	<b>18</b>	
NANTES	FLYBE LTD	S	6	0	0	0.0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	11	6	
<b>TOTAL NANTES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>66.7</b>	<b>11</b>	<b>6</b>	
NICE	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
NICE	JET2.COM LTD	S	12	0	0	8.3	16.7	66.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	10	20	
NICE	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
<b>TOTAL NICE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>66.7</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.6</b>	<b>8</b>	<b>26</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	172	0	14	2.7	30.6	36.6	9.1	9.7	3.8	0.0	0.0	0.0	0.0	7.5	13	88.2	7	186	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	80	0	0	3.8	21.3	43.8	10.0	8.8	8.8	2.5	1.3	0.0	0.0	0.0	22	75.0	17	76	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	227	0	6	1.7	25.3	51.9	8.6	4.3	4.3	0.9	0.4	0.0	0.0	2.6	13	87.5	7	222	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>480</b>	<b>0</b>	<b>20</b>	<b>2.4</b>	<b>26.6</b>	<b>45.0</b>	<b>9.0</b>	<b>7.0</b>	<b>4.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>14</b>	<b>85.8</b>	<b>8</b>	<b>484</b>	
PARIS (LE BOURGET)	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
<b>TOTAL PARIS (LE BOURGET)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>	
PARIS (ORLY)	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL PARIS (ORLY)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PERPIGNAN	BMI REGIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
PERPIGNAN	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2	
PERPIGNAN	FLYBE LTD	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL PERPIGNAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>75.0</b>	<b>10</b>	<b>4</b>	
TARBES-LOURDES INTERNATIONAL	EUROPE AIRPOST	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
TARBES-LOURDES INTERNATIONAL	ORANGE2FLY	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	115	0.0	0	0	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	FLYBE LTD	S	48	0	2	0.0	6.0	60.0	16.0	4.0	8.0	2.0	0.0	0.0	0.0	4.0	19	74.0	21	49	
TOULOUSE (BLAGNAC)	TUI AIRWAYS LTD	C	8	0	0	12.5	12.5	37.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	100.0	0	8	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>6.9</b>	<b>56.9</b>	<b>15.5</b>	<b>3.4</b>	<b>10.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>20</b>	<b>77.6</b>	<b>18</b>	<b>57</b>	
<b>TOTAL FRANCE</b>			<b>761</b>	<b>0</b>	<b>25</b>	<b>1.9</b>	<b>19.8</b>	<b>47.5</b>	<b>11.1</b>	<b>7.9</b>	<b>6.6</b>	<b>1.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>18</b>	<b>78.5</b>	<b>12</b>	<b>825</b>	
<b>GAMBIA</b>																					
BANJUL	THOMAS COOK AIRLINES LTD	S	24	0	0	20.8	8.3	41.7	4.2	8.3	4.2	4.2	8.3	0.0	0.0	0.0	35	40.0	39	10	
<b>TOTAL BANJUL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>8.3</b>	<b>41.7</b>	<b>4.2</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>40.0</b>	<b>39</b>	<b>10</b>	
<b>TOTAL GAMBIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>20.8</b>	<b>8.3</b>	<b>41.7</b>	<b>4.2</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>40.0</b>	<b>39</b>	<b>10</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	114	0	0	7.0	35.1	37.7	5.3	5.3	5.3	0.9	2.6	0.9	0.0	0.0	21	81.0	7	108	
BERLIN (SCHONEFELD)	JET2.COM LTD	S	1	0	1	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	60	0.0	0	0	
BERLIN (SCHONEFELD)	RYANAIR	S	62	0	0	1.6	14.5	30.6	16.1	25.8	8.1	0.0	3.2	0.0	0.0	0.0	30	48.4	23	58	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>177</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>27.5</b>	<b>34.8</b>	<b>9.0</b>	<b>12.9</b>	<b>6.2</b>	<b>0.6</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>24</b>	<b>69.7</b>	<b>13</b>	<b>166</b>	
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	50	0	2	1.9	32.7	32.7	9.6	9.6	7.7	1.9	0.0	0.0	0.0	3.8	19	0.0	0	0	
COLOGNE BONN	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	14	46	
COLOGNE BONN	RYANAIR	S	62	0	0	14.5	24.2	35.5	11.3	9.7	4.8	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL COLOGNE BONN</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>28.1</b>	<b>34.2</b>	<b>10.5</b>	<b>9.6</b>	<b>6.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>16</b>	<b>82.6</b>	<b>14</b>	<b>46</b>	
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	156	0	2	0.6	18.4	36.1	13.3	24.1	5.1	0.0	1.3	0.0	0.0	1.3	24	87.3	8	142	
DUSSELDORF	FLYBE LTD	S	149	0	10	4.4	27.7	44.7	6.9	7.5	1.3	1.3	0.0	0.0	0.0	6.3	10	85.2	10	162	
DUSSELDORF	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	12	
<b>TOTAL DUSSELDORF</b>			<b>305</b>	<b>0</b>	<b>12</b>	<b>2.5</b>	<b>23.0</b>	<b>40.4</b>	<b>10.1</b>	<b>15.8</b>	<b>3.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>17</b>	<b>86.7</b>	<b>9</b>	<b>316</b>	
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
FRANKFURT MAIN	CONDOR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
FRANKFURT MAIN	LUFTHANSA	S	303	0	4	0.0	21.8	43.3	15.0	11.4	6.5	0.7	0.0	0.0	0.0	1.3	16	82.7	7	248	
FRANKFURT MAIN	RYANAIR	S	52	0	0	1.9	17.3	48.1	23.1	5.8	3.8	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL FRANKFURT MAIN</b>			<b>356</b>	<b>0</b>	<b>4</b>	<b>0.3</b>	<b>21.1</b>	<b>44.2</b>	<b>16.1</b>	<b>10.6</b>	<b>6.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>82.7</b>	<b>7</b>	<b>249</b>	
HAHN	GERMANIA FLUGGESELLSCHAFT	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
<b>TOTAL HAHN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	88	0	0	4.5	25.0	19.3	14.8	13.6	11.4	8.0	3.4	0.0	0.0	0.0	40	86.2	6	58	
HAMBURG	EUROWINGS LUFTVERKEHRS	S	50	0	0	2.0	24.0	32.0	30.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	15	75.6	9	86	
HAMBURG	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	14	
HAMBURG	RYANAIR	S	34	0	0	0.0	38.2	35.3	8.8	14.7	2.9	0.0	0.0	0.0	0.0	0.0	13	83.9	7	62	
<b>TOTAL HAMBURG</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>27.3</b>	<b>26.2</b>	<b>18.0</b>	<b>12.8</b>	<b>7.0</b>	<b>4.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>81.8</b>	<b>8</b>	<b>220</b>	
HANOVER	FLYBE LTD	S	50	0	2	9.6	13.5	40.4	13.5	5.8	9.6	0.0	3.8	0.0	0.0	3.8	25	86.8	10	74	
<b>TOTAL HANOVER</b>			<b>50</b>	<b>0</b>	<b>2</b>	<b>9.6</b>	<b>13.5</b>	<b>40.4</b>	<b>13.5</b>	<b>5.8</b>	<b>9.6</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>25</b>	<b>86.8</b>	<b>10</b>	<b>74</b>	
MUNICH	CONDOR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	44	0	2	4.3	37.0	32.6	10.9	6.5	0.0	0.0	4.3	0.0	0.0	4.3	16	85.0	7	40	
MUNICH	LUFTHANSA	S	173	0	4	0.6	25.4	52.5	8.5	7.3	2.8	0.0	0.6	0.0	0.0	2.3	12	87.1	6	178	
<b>TOTAL MUNICH</b>			<b>218</b>	<b>0</b>	<b>6</b>	<b>1.3</b>	<b>27.7</b>	<b>48.7</b>	<b>8.9</b>	<b>7.1</b>	<b>2.2</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>12</b>	<b>86.7</b>	<b>6</b>	<b>218</b>	
NUREMBERG	RYANAIR	S	52	0	0	3.8	28.8	26.9	19.2	17.3	3.8	0.0	0.0	0.0	0.0	0.0	17	90.3	7	62	
<b>TOTAL NUREMBERG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>28.8</b>	<b>26.9</b>	<b>19.2</b>	<b>17.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>90.3</b>	<b>7</b>	<b>62</b>	
STUTTGART	RYANAIR	S	38	0	0	2.6	15.8	52.6	21.1	5.3	2.6	0.0	0.0	0.0	0.0	0.0	13	80.8	11	52	
<b>TOTAL STUTTGART</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>15.8</b>	<b>52.6</b>	<b>21.1</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>80.8</b>	<b>11</b>	<b>52</b>	
<b>TOTAL GERMANY</b>			<b>1482</b>	<b>0</b>	<b>27</b>	<b>2.9</b>	<b>24.3</b>	<b>39.6</b>	<b>12.9</b>	<b>11.6</b>	<b>5.0</b>	<b>0.9</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>82.9</b>	<b>9</b>	<b>1403</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	17	0	1	0.0	16.7	38.9	0.0	0.0	16.7	5.6	11.1	5.6	0.0	5.6	79	76.5	9	17	
GIBRALTAR	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.1	26	42	
<b>TOTAL GIBRALTAR</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>79</b>	<b>73.3</b>	<b>21</b>	<b>59</b>	
<b>TOTAL GIBRALTAR</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>79</b>	<b>73.3</b>	<b>21</b>	<b>59</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	18	0	0	0.0	27.8	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	81.8	9	22	
ATHENS	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	17.9	46.4	3.6	10.7	17.9	0.0	0.0	0.0	0.0	0.0	21	83.3	8	30	
<b>TOTAL ATHENS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>21.7</b>	<b>50.0</b>	<b>6.5</b>	<b>8.7</b>	<b>10.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.7</b>	<b>8</b>	<b>52</b>	
CHANIA	RYANAIR	S	4	0	0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	14	2	
<b>TOTAL CHANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>14</b>	<b>2</b>	
CORFU	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	9	4	
CORFU	RYANAIR	S	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	100.0	3	4	
<b>TOTAL CORFU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.5</b>	<b>6</b>	<b>8</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
HERAKLION	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	10	1	
<b>TOTAL HERAKLION</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
KAVALA	EASYJET AIRLINE COMPANY LTD	S	14	0	0	21.4	42.9	21.4	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL KAVALA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>21.4</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	TUI AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	138	100.0	0	1	
<b>TOTAL RHODES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>138</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	16	20	
<b>TOTAL SALONIKA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>75.0</b>	<b>16</b>	<b>20</b>	
<b>TOTAL GREECE</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>28.2</b>	<b>43.5</b>	<b>5.9</b>	<b>7.1</b>	<b>8.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>82.1</b>	<b>10</b>	<b>84</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	58	0	0	5.2	41.4	31.0	10.3	8.6	3.4	0.0	0.0	0.0	0.0	0.0	11	91.2	4	34	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>41.4</b>	<b>31.0</b>	<b>10.3</b>	<b>8.6</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>91.2</b>	<b>4</b>	<b>34</b>	
<b>TOTAL HONG KONG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>41.4</b>	<b>31.0</b>	<b>10.3</b>	<b>8.6</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>91.2</b>	<b>4</b>	<b>34</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	36	0	0	11.1	27.8	38.9	2.8	8.3	11.1	0.0	0.0	0.0	0.0	0.0	14	88.6	6	35	
BUDAPEST	RYANAIR	S	42	0	0	0.0	23.8	40.5	16.7	11.9	7.1	0.0	0.0	0.0	0.0	0.0	17	67.6	11	34	
<b>TOTAL BUDAPEST</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>25.6</b>	<b>39.7</b>	<b>10.3</b>	<b>10.3</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>78.3</b>	<b>8</b>	<b>69</b>	
<b>TOTAL HUNGARY</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>25.6</b>	<b>39.7</b>	<b>10.3</b>	<b>10.3</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>78.3</b>	<b>8</b>	<b>69</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	74	0	0	1.4	33.8	29.7	17.6	4.1	10.8	2.7	0.0	0.0	0.0	0.0	20	83.3	7	60	
KEFLAVIK	ICELANDAIR	S	62	0	0	6.5	35.5	41.9	0.0	4.8	6.5	3.2	1.6	0.0	0.0	0.0	18	93.5	4	62	
KEFLAVIK	TUI AIRWAYS LTD	C	13	0	0	7.7	15.4	46.2	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	16	86.7	4	15	
<b>TOTAL KEFLAVIK</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>32.9</b>	<b>36.2</b>	<b>9.4</b>	<b>4.7</b>	<b>9.4</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>88.3</b>	<b>5</b>	<b>137</b>	
<b>TOTAL ICELAND</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>32.9</b>	<b>36.2</b>	<b>9.4</b>	<b>4.7</b>	<b>9.4</b>	<b>2.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>88.3</b>	<b>5</b>	<b>137</b>	
<b>INDIA</b>																					
GOA	THOMAS COOK AIRLINES LTD	S	28	0	0	25.0	10.7	39.3	7.1	7.1	3.6	7.1	0.0	0.0	0.0	0.0	20	61.1	26	18	
GOA	TUI AIRWAYS LTD	C	14	0	0	21.4	21.4	21.4	7.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	20	77.8	7	9	
<b>TOTAL GOA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>14.3</b>	<b>33.3</b>	<b>7.1</b>	<b>11.9</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.7</b>	<b>19</b>	<b>27</b>	
<b>TOTAL INDIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>14.3</b>	<b>33.3</b>	<b>7.1</b>	<b>11.9</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.7</b>	<b>19</b>	<b>27</b>	
<b>IRAQ</b>																					
BAGHDAD (GECA)	IRAQI AIRWAYS	S	10	0	0	0.0	40.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	26	30.0	39	8	
<b>TOTAL BAGHDAD (GECA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>30.0</b>	<b>39</b>	<b>8</b>	
<b>TOTAL IRAQ</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>30.0</b>	<b>39</b>	<b>8</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	145	0	15	10.6	26.9	31.9	8.8	6.3	1.3	3.1	0.6	1.3	0.0	9.4	20	91.3	5	160	
<b>TOTAL CORK</b>			<b>145</b>	<b>0</b>	<b>15</b>	<b>10.6</b>	<b>26.9</b>	<b>31.9</b>	<b>8.8</b>	<b>6.3</b>	<b>1.3</b>	<b>3.1</b>	<b>0.6</b>	<b>1.3</b>	<b>0.0</b>	<b>9.4</b>	<b>20</b>	<b>91.3</b>	<b>5</b>	<b>160</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
DUBLIN	AER LINGUS	S	303	0	30	2.1	33.9	30.0	10.2	8.7	2.1	1.8	1.5	0.6	0.0	9.0	21	89.1	6	319
DUBLIN	AIR CONTRACTORS	C	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
DUBLIN	RYANAIR	S	307	0	22	4.6	39.2	31.6	9.1	5.8	2.4	0.0	0.6	0.0	0.0	6.7	10	93.0	4	342
DUBLIN	STOBART AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL DUBLIN</b>			<b>614</b>	<b>0</b>	<b>52</b>	<b>3.3</b>	<b>36.8</b>	<b>30.8</b>	<b>9.6</b>	<b>7.2</b>	<b>2.3</b>	<b>0.9</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>7.8</b>	<b>15</b>	<b>91.1</b>	<b>5</b>	<b>662</b>
IRELAND WEST(KNOCK)	FLYBE LTD	S	38	0	2	0.0	20.0	50.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	12	86.8	12	37
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>15.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>12</b>	<b>86.8</b>	<b>12</b>	<b>37</b>
SHANNON	RYANAIR	S	40	0	2	2.4	26.2	40.5	16.7	7.1	2.4	0.0	0.0	0.0	0.0	4.8	12	86.4	7	44
<b>TOTAL SHANNON</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>26.2</b>	<b>40.5</b>	<b>16.7</b>	<b>7.1</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>12</b>	<b>86.4</b>	<b>7</b>	<b>44</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>837</b>	<b>0</b>	<b>71</b>	<b>4.4</b>	<b>33.8</b>	<b>32.3</b>	<b>10.0</b>	<b>6.9</b>	<b>2.2</b>	<b>1.2</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>7.8</b>	<b>16</b>	<b>90.7</b>	<b>5</b>	<b>903</b>
<b>ISRAEL</b>																				
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	18	0	1	0.0	0.0	31.6	21.1	15.8	10.5	10.5	5.3	0.0	0.0	5.3	54	50.0	23	18
TEL AVIV	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	37	18
<b>TOTAL TEL AVIV</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>31.6</b>	<b>21.1</b>	<b>15.8</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>54</b>	<b>61.1</b>	<b>30</b>	<b>36</b>
<b>TOTAL ISRAEL</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>31.6</b>	<b>21.1</b>	<b>15.8</b>	<b>10.5</b>	<b>10.5</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>54</b>	<b>61.1</b>	<b>30</b>	<b>36</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	66	0	0	0.0	30.3	34.8	16.7	10.6	6.1	1.5	0.0	0.0	0.0	0.0	18	83.8	9	80
<b>TOTAL BERGAMO</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.3</b>	<b>34.8</b>	<b>16.7</b>	<b>10.6</b>	<b>6.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.8</b>	<b>9</b>	<b>80</b>
BOLOGNA	RYANAIR	S	6	0	0	0.0	0.0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	59	50.0	15	4
<b>TOTAL BOLOGNA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>50.0</b>	<b>15</b>	<b>4</b>
BRINDISI	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	4
<b>TOTAL BRINDISI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>2</b>	<b>4</b>
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	22	0	0	4.5	9.1	31.8	13.6	13.6	9.1	0.0	18.2	0.0	0.0	0.0	59	50.0	20	20
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>8.7</b>	<b>30.4</b>	<b>17.4</b>	<b>13.0</b>	<b>8.7</b>	<b>0.0</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>50.0</b>	<b>20</b>	<b>20</b>
GENOA	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL GENOA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	9.7	37.1	35.5	4.8	9.7	0.0	0.0	3.2	0.0	0.0	0.0	15	79.0	8	62
MILAN (MALPENSA)	FLYBE LTD	S	62	0	0	0.0	16.1	56.5	6.5	3.2	14.5	3.2	0.0	0.0	0.0	0.0	23	90.2	6	82
<b>TOTAL MILAN (MALPENSA)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>26.6</b>	<b>46.0</b>	<b>5.6</b>	<b>6.5</b>	<b>7.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>85.4</b>	<b>6</b>	<b>144</b>
NAPLES	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	2
NAPLES	RYANAIR	S	20	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
NAPLES	TUI AIRWAYS LTD	C	5	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5
<b>TOTAL NAPLES</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.7</b>	<b>40.7</b>	<b>14.8</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>1</b>	<b>7</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PISA	EASYJET AIRLINE COMPANY LTD	S	20	0	0	0.0	35.0	30.0	10.0	5.0	5.0	10.0	5.0	0.0	0.0	0.0	37	75.0	14	20	
PISA	JET2.COM LTD	S	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2	
<b>TOTAL PISA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.2</b>	<b>41.7</b>	<b>8.3</b>	<b>4.2</b>	<b>4.2</b>	<b>8.3</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>77.3</b>	<b>13</b>	<b>22</b>	
ROME (CIAMPINO)	RYANAIR	S	74	0	0	0.0	25.7	52.7	14.9	6.8	0.0	0.0	0.0	0.0	0.0	0.0	9	90.2	6	82	
<b>TOTAL ROME (CIAMPINO)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.7</b>	<b>52.7</b>	<b>14.9</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.2</b>	<b>6</b>	<b>82</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
ROME (FIUMICINO)	JET2.COM LTD	S	36	0	1	27.0	24.3	35.1	2.7	0.0	5.4	0.0	2.7	0.0	0.0	2.7	12	86.1	11	36	
ROME (FIUMICINO)	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	15	18	
<b>TOTAL ROME (FIUMICINO)</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>26.3</b>	<b>23.7</b>	<b>34.2</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>12</b>	<b>81.5</b>	<b>12</b>	<b>54</b>	
TURIN	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	0.0	25.0	12.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	47	100.0	3	8	
TURIN	JET2.COM LTD	S	28	0	0	0.0	39.3	25.0	7.1	7.1	14.3	7.1	0.0	0.0	0.0	0.0	29	81.3	4	16	
TURIN	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8	
TURIN	TUI AIRWAYS LTD	C	13	0	0	15.4	23.1	23.1	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	20	81.8	10	11	
<b>TOTAL TURIN</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>28.6</b>	<b>24.5</b>	<b>10.2</b>	<b>10.2</b>	<b>18.4</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>86.0</b>	<b>5</b>	<b>43</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	36	0	2	0.0	15.8	36.8	7.9	21.1	7.9	5.3	0.0	0.0	0.0	5.3	28	80.6	20	36	
VENICE	JET2.COM LTD	S	20	0	0	15.0	20.0	40.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	12	20	
VENICE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	33	18	
<b>TOTAL VENICE</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>17.2</b>	<b>37.9</b>	<b>13.8</b>	<b>13.8</b>	<b>5.2</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>20</b>	<b>77.0</b>	<b>21</b>	<b>74</b>	
VERONA VILLAFRANCA	FLYBE LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	16	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>72.7</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>16</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>503</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>25.1</b>	<b>40.7</b>	<b>11.1</b>	<b>8.5</b>	<b>6.3</b>	<b>1.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>20</b>	<b>82.7</b>	<b>10</b>	<b>542</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	CONDOR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
MONTEGO BAY	TUI AIRWAYS LTD	C	28	0	0	7.1	14.3	42.9	14.3	10.7	0.0	3.6	7.1	0.0	0.0	0.0	39	74.1	11	27	
<b>TOTAL MONTEGO BAY</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>13.8</b>	<b>44.8</b>	<b>13.8</b>	<b>10.3</b>	<b>0.0</b>	<b>3.4</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>74.1</b>	<b>11</b>	<b>27</b>	
<b>TOTAL JAMAICA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>13.8</b>	<b>44.8</b>	<b>13.8</b>	<b>10.3</b>	<b>0.0</b>	<b>3.4</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>74.1</b>	<b>11</b>	<b>27</b>	
<b>JORDAN</b>																					
AQABA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	2	
<b>TOTAL AQABA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>50</b>	<b>2</b>	
<b>TOTAL JORDAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>50</b>	<b>2</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	21	0	0	4.8	38.1	33.3	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	10	95.8	5	24	
<b>TOTAL RIGA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.1</b>	<b>33.3</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>95.8</b>	<b>5</b>	<b>24</b>	
<b>TOTAL LATVIA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>38.1</b>	<b>33.3</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>95.8</b>	<b>5</b>	<b>24</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL VILNIUS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LITHUANIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	FLYBE LTD	S	40	0	0	0.0	30.0	45.0	2.5	17.5	5.0	0.0	0.0	0.0	0.0	0.0	16	87.5	7	40	
<b>TOTAL LUXEMBOURG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>45.0</b>	<b>2.5</b>	<b>17.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.5</b>	<b>7</b>	<b>40</b>	
<b>TOTAL LUXEMBOURG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>45.0</b>	<b>2.5</b>	<b>17.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.5</b>	<b>7</b>	<b>40</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	6	18	
MALTA	EASYJET AIRLINE COMPANY LTD	S	42	0	0	0.0	11.9	47.6	11.9	11.9	9.5	7.1	0.0	0.0	0.0	0.0	29	82.4	8	34	
MALTA	JET2.COM LTD	S	10	0	0	0.0	30.0	30.0	0.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	35	80.0	10	10	
MALTA	RYANAIR	S	26	0	0	0.0	26.9	61.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0	6	71.4	13	28	
MALTA	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	7	8	
<b>TOTAL MALTA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.9</b>	<b>51.2</b>	<b>8.1</b>	<b>8.1</b>	<b>8.1</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>78.6</b>	<b>9</b>	<b>98</b>	
<b>TOTAL MALTA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.9</b>	<b>51.2</b>	<b>8.1</b>	<b>8.1</b>	<b>8.1</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>78.6</b>	<b>9</b>	<b>98</b>	
<b>MAURITIUS</b>																					
MAURITIUS	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	6	
<b>TOTAL MAURITIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>6</b>	
<b>TOTAL MAURITIUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>6</b>	
<b>MEXICO</b>																					
CANCUN	THOMAS COOK AIRLINES LTD	S	12	0	0	0.0	16.7	25.0	25.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	41	68.4	21	19	
CANCUN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	72.7	19	22	
CANCUN	TUI AIRWAYS LTD	S	40	0	0	2.5	12.5	22.5	32.5	12.5	12.5	2.5	0.0	2.5	0.0	0.0	41	60.0	14	5	
CANCUN	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
<b>TOTAL CANCUN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>13.2</b>	<b>22.6</b>	<b>30.2</b>	<b>15.1</b>	<b>9.4</b>	<b>5.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>68.1</b>	<b>19</b>	<b>47</b>	
PUERTO VALLARTA	TUI AIRWAYS LTD	C	10	0	0	0.0	10.0	50.0	10.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	39	66.7	11	9	
<b>TOTAL PUERTO VALLARTA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>66.7</b>	<b>11</b>	<b>9</b>	
<b>TOTAL MEXICO</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>12.7</b>	<b>27.0</b>	<b>27.0</b>	<b>12.7</b>	<b>11.1</b>	<b>6.3</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>67.9</b>	<b>18</b>	<b>56</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	18	0	0	0.0	38.9	27.8	16.7	5.6	0.0	11.1	0.0	0.0	0.0	0.0	20	0.0	0	0	
AGADIR (AL MASSIRA)	EASYJET AIRLINE COMPANY LTD	S	17	0	0	29.4	11.8	29.4	11.8	5.9	5.9	5.9	0.0	0.0	0.0	0.0	22	0.0	0	0	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	18	0	0	27.8	22.2	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	3	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>18.9</b>	<b>24.5</b>	<b>32.1</b>	<b>13.2</b>	<b>3.8</b>	<b>1.9</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	31	0	1	18.8	28.1	43.8	3.1	0.0	3.1	0.0	0.0	0.0	0.0	3.1	7	50.0	13	4	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late							
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>18.8</b>	<b>28.1</b>	<b>43.8</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>7</b>	<b>50.0</b>	<b>13</b>	<b>4</b>	
MARRAKESH	CORENDON DUTCH AIRLINES	C	6	0	0	16.7	33.3	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	21	4	
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	28	0	0	10.7	25.0	42.9	0.0	3.6	14.3	3.6	0.0	0.0	0.0	0.0	25	73.1	30	26	
MARRAKESH	TUI AIRWAYS LTD	S	18	0	0	5.6	38.9	50.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	9	72.2	17	18	
<b>TOTAL MARRAKESH</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>30.8</b>	<b>42.3</b>	<b>0.0</b>	<b>5.8</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>70.8</b>	<b>24</b>	<b>48</b>	
<b>TOTAL MOROCCO</b>			<b>136</b>	<b>0</b>	<b>1</b>	<b>15.3</b>	<b>27.7</b>	<b>38.7</b>	<b>5.8</b>	<b>3.6</b>	<b>4.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>75.7</b>	<b>18</b>	<b>70</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	169	0	2	1.2	25.7	38.6	12.3	8.2	8.8	2.9	1.2	0.0	0.0	1.2	22	69.0	16	174	
AMSTERDAM	FLYBE LTD	S	230	0	5	3.8	20.4	46.0	5.5	11.9	5.5	3.8	0.9	0.0	0.0	2.1	22	82.6	15	263	
AMSTERDAM	KLM	S	312	0	2	3.2	38.2	37.3	11.8	5.7	1.9	1.3	0.0	0.0	0.0	0.6	11	85.0	8	310	
<b>TOTAL AMSTERDAM</b>			<b>711</b>	<b>0</b>	<b>9</b>	<b>2.9</b>	<b>29.4</b>	<b>40.4</b>	<b>9.9</b>	<b>8.3</b>	<b>4.7</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>17</b>	<b>80.5</b>	<b>12</b>	<b>747</b>	
EINDHOVEN	RYANAIR	S	42	0	0	0.0	14.3	42.9	21.4	9.5	9.5	2.4	0.0	0.0	0.0	0.0	24	79.5	8	44	
<b>TOTAL EINDHOVEN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>21.4</b>	<b>9.5</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>79.5</b>	<b>8</b>	<b>44</b>	
MAASTRICHT	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1	
<b>TOTAL MAASTRICHT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>23</b>	<b>1</b>	
<b>TOTAL NETHERLANDS</b>			<b>753</b>	<b>0</b>	<b>9</b>	<b>2.8</b>	<b>28.6</b>	<b>40.6</b>	<b>10.5</b>	<b>8.4</b>	<b>5.0</b>	<b>2.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>17</b>	<b>80.3</b>	<b>12</b>	<b>792</b>	
<b>NORWAY</b>																					
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	20	4	
BERGEN	SAS	S	18	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	100.0	1	18	
<b>TOTAL BERGEN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>40.9</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>95.5</b>	<b>4</b>	<b>22</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	0.0	38.5	38.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	67.9	14	28	
OSLO (GARDERMOEN)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	120	1	
OSLO (GARDERMOEN)	SAS	S	58	0	0	3.4	48.3	39.7	5.2	1.7	0.0	1.7	0.0	0.0	0.0	0.0	6	98.4	2	62	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>45.2</b>	<b>39.3</b>	<b>6.0</b>	<b>3.6</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.9</b>	<b>7</b>	<b>91</b>	
SANDEFJORD(TORP)	RYANAIR	S	36	0	0	5.6	27.8	44.4	8.3	2.8	11.1	0.0	0.0	0.0	0.0	0.0	13	94.3	4	35	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>44.4</b>	<b>8.3</b>	<b>2.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>94.3</b>	<b>4</b>	<b>35</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	38.9	33.3	16.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	83.3	6	18	
<b>TOTAL STAVANGER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.3</b>	<b>6</b>	<b>18</b>	
TROMSOE	GERMANIA FLUGGESELLSCHAFT	C	3	0	0	0.0	0.0	66.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	61	50.0	19	4	
<b>TOTAL TROMSOE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>61</b>	<b>50.0</b>	<b>19</b>	<b>4</b>	
<b>TOTAL NORWAY</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>40.5</b>	<b>40.5</b>	<b>6.7</b>	<b>2.5</b>	<b>4.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.8</b>	<b>6</b>	<b>170</b>	
<b>OMAN</b>																					
MUSCAT	OMAN AIR	S	62	0	0	1.6	14.5	27.4	27.4	22.6	6.5	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL MUSCAT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.5</b>	<b>27.4</b>	<b>27.4</b>	<b>22.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m early		15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	15 m to 1 m early														
<b>TOTAL OMAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.5</b>	<b>27.4</b>	<b>27.4</b>	<b>22.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PAKISTAN</b>																					
<b>ISLAMABAD</b>	PAKISTAN INTL AIRLINES	S	63	0	1	3.1	14.1	43.8	9.4	7.8	10.9	4.7	1.6	3.1	0.0	1.6	42	54.8	50	62	
<b>TOTAL ISLAMABAD</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>14.1</b>	<b>43.8</b>	<b>9.4</b>	<b>7.8</b>	<b>10.9</b>	<b>4.7</b>	<b>1.6</b>	<b>3.1</b>	<b>0.0</b>	<b>1.6</b>	<b>42</b>	<b>54.8</b>	<b>50</b>	<b>62</b>	
<b>KARACHI</b>	PAKISTAN INTL AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	24	4	
<b>TOTAL KARACHI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>24</b>	<b>4</b>	
<b>LAHORE</b>	PAKISTAN INTL AIRLINES	S	18	0	0	0.0	33.3	22.2	11.1	27.8	5.6	0.0	0.0	0.0	0.0	0.0	20	16.7	35	23	
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</b>	<b>11.1</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>16.7</b>	<b>35</b>	<b>23</b>	
<b>TOTAL PAKISTAN</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>18.3</b>	<b>39.0</b>	<b>9.8</b>	<b>12.2</b>	<b>9.8</b>	<b>3.7</b>	<b>1.2</b>	<b>2.4</b>	<b>0.0</b>	<b>1.2</b>	<b>37</b>	<b>43.3</b>	<b>45</b>	<b>89</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	RYANAIR	S	21	0	0	0.0	33.3	47.6	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	8	20	
<b>TOTAL GDANSK</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>47.6</b>	<b>14.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>80.0</b>	<b>8</b>	<b>20</b>	
<b>KRAKOW</b>	EASYJET AIRLINE COMPANY LTD	S	28	0	0	10.7	32.1	25.0	17.9	0.0	3.6	10.7	0.0	0.0	0.0	0.0	22	100.0	1	26	
<b>KRAKOW</b>	JET2.COM LTD	S	18	0	0	16.7	44.4	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	25	18	
<b>KRAKOW</b>	RYANAIR	S	34	0	0	8.8	23.5	38.2	8.8	17.6	0.0	0.0	2.9	0.0	0.0	0.0	21	76.5	9	34	
<b>TOTAL KRAKOW</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>31.3</b>	<b>33.8</b>	<b>10.0</b>	<b>7.5</b>	<b>1.3</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.2</b>	<b>10</b>	<b>78</b>	
<b>RZESZOW</b>	RYANAIR	S	16	0	0	0.0	12.5	43.8	0.0	6.3	18.8	0.0	18.8	0.0	0.0	0.0	58	88.9	6	18	
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>43.8</b>	<b>0.0</b>	<b>6.3</b>	<b>18.8</b>	<b>0.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	29	0	1	0.0	40.0	43.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3	6	96.4	3	28	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>40.0</b>	<b>43.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>6</b>	<b>96.4</b>	<b>3</b>	<b>28</b>	
<b>WROCLAW</b>	RYANAIR	S	20	0	0	15.0	10.0	55.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	78.6	11	28	
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15.0</b>	<b>10.0</b>	<b>55.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>78.6</b>	<b>11</b>	<b>28</b>	
<b>TOTAL POLAND</b>			<b>166</b>	<b>0</b>	<b>1</b>	<b>7.2</b>	<b>28.7</b>	<b>40.7</b>	<b>9.6</b>	<b>6.6</b>	<b>2.4</b>	<b>1.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>86.6</b>	<b>8</b>	<b>172</b>	
<b>PORTUGAL(EXCLUDING</b>																					
<b>FARO</b>	JET2.COM LTD	S	52	0	0	11.5	28.8	46.2	3.8	5.8	3.8	0.0	0.0	0.0	0.0	0.0	9	78.6	18	28	
<b>FARO</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.1	7	64	
<b>FARO</b>	RYANAIR	S	64	0	0	6.3	26.6	34.4	18.8	14.1	0.0	0.0	0.0	0.0	0.0	0.0	12	89.7	10	58	
<b>FARO</b>	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>FARO</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	90	0.0	0	0	
<b>TOTAL FARO</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>8.4</b>	<b>27.7</b>	<b>39.5</b>	<b>11.8</b>	<b>10.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.3</b>	<b>10</b>	<b>150</b>	
<b>LISBON</b>	AIR PORTUGAL	S	104	0	2	3.8	17.0	31.1	16.0	16.0	14.2	0.0	0.0	0.0	0.0	1.9	25	70.0	18	60	
<b>LISBON</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	10	28	
<b>LISBON</b>	RYANAIR	S	32	0	0	0.0	21.9	34.4	9.4	12.5	21.9	0.0	0.0	0.0	0.0	0.0	28	71.7	10	46	
<b>TOTAL LISBON</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>18.1</b>	<b>31.9</b>	<b>14.5</b>	<b>15.2</b>	<b>15.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>26</b>	<b>72.4</b>	<b>14</b>	<b>134</b>	
<b>OPORTO (PORTUGAL)</b>	EASYJET AIRLINE COMPANY LTD	S	28	0	0	14.3	28.6	35.7	7.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	18	64.3	18	28	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>35.7</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>64.3</b>	<b>18</b>	<b>28</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>283</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>23.2</b>	<b>35.4</b>	<b>12.6</b>	<b>12.3</b>	<b>8.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>19</b>	<b>78.8</b>	<b>12</b>	<b>312</b>
<b>FUNCHAL</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	22.2	27.8	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	68.4	18	18
<b>FUNCHAL</b>	JET2.COM LTD	S	19	0	0	15.8	26.3	52.6	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	12	78.9	13	18
<b>FUNCHAL</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18
<b>FUNCHAL</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	3	18
<b>TOTAL FUNCHAL</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>26.7</b>	<b>42.2</b>	<b>11.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.5</b>	<b>9</b>	<b>72</b>
<b>TOTAL PORTUGAL</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>26.7</b>	<b>42.2</b>	<b>11.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.5</b>	<b>9</b>	<b>72</b>
<b>QATAR</b>																				
<b>DOHA HAMAD</b>	QATAR AIRWAYS	S	142	0	1	12.6	46.2	32.9	4.2	2.8	0.7	0.0	0.0	0.0	0.0	0.7	4	87.1	8	140
<b>TOTAL DOHA HAMAD</b>			<b>142</b>	<b>0</b>	<b>1</b>	<b>12.6</b>	<b>46.2</b>	<b>32.9</b>	<b>4.2</b>	<b>2.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>4</b>	<b>87.1</b>	<b>8</b>	<b>140</b>
<b>TOTAL QATAR</b>			<b>142</b>	<b>0</b>	<b>1</b>	<b>12.6</b>	<b>46.2</b>	<b>32.9</b>	<b>4.2</b>	<b>2.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>4</b>	<b>87.1</b>	<b>8</b>	<b>140</b>
<b>REPUBLIC OF</b>																				
<b>TIVAT</b>	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	4
<b>TOTAL TIVAT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
<b>TOTAL REPUBLIC OF</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>4</b>
<b>RUSSIA</b>																				
<b>ROSTOV</b>	AERONEXUS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2
<b>TOTAL ROSTOV</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>
<b>TOTAL RUSSIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>
<b>SAUDI ARABIA</b>																				
<b>JEDDAH</b>	SAUDI ARABIAN AIRLINES	S	44	0	0	2.3	36.4	29.5	15.9	9.1	6.8	0.0	0.0	0.0	0.0	0.0	14	68.2	11	44
<b>TOTAL JEDDAH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>36.4</b>	<b>29.5</b>	<b>15.9</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>68.2</b>	<b>11</b>	<b>44</b>
<b>TOTAL SAUDI ARABIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>36.4</b>	<b>29.5</b>	<b>15.9</b>	<b>9.1</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>68.2</b>	<b>11</b>	<b>44</b>
<b>SINGAPORE</b>																				
<b>SINGAPORE</b>	SINGAPORE AIRLINES	S	44	0	0	20.5	27.3	27.3	13.6	4.5	2.3	2.3	2.3	0.0	0.0	0.0	16	88.6	5	44
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>27.3</b>	<b>27.3</b>	<b>13.6</b>	<b>4.5</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.6</b>	<b>5</b>	<b>44</b>
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>27.3</b>	<b>27.3</b>	<b>13.6</b>	<b>4.5</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.6</b>	<b>5</b>	<b>44</b>
<b>SLOVAK REPUBLIC</b>																				
<b>BRATISLAVA</b>	RYANAIR	S	26	0	0	3.8	23.1	50.0	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	80.8	13	26
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>50.0</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.8</b>	<b>13</b>	<b>26</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>50.0</b>	<b>15.4</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.8</b>	<b>13</b>	<b>26</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	8.1	45.2	25.8	3.2	11.3	6.5	0.0	0.0	0.0	0.0	0.0	13	76.8	15	56

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early													
ALICANTE	JET2.COM LTD	S	77	0	0	2.6	22.1	44.2	11.7	6.5	9.1	2.6	1.3	0.0	0.0	0.0	23	80.8	11	52
ALICANTE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.5	10	91
ALICANTE	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	27.8	27	18
ALICANTE	RYANAIR	S	85	0	0	2.4	27.1	48.2	12.9	4.7	2.4	1.2	1.2	0.0	0.0	0.0	14	89.0	9	82
ALICANTE	THOMAS COOK AIRLINES LTD	S	16	0	0	18.8	31.3	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	5	18
ALICANTE	TUI AIRWAYS LTD	C	34	0	0	0.0	35.3	38.2	5.9	2.9	11.8	0.0	5.9	0.0	0.0	0.0	32	64.7	25	34
ALICANTE	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	9	24
<b>TOTAL ALICANTE</b>			<b>274</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>31.0</b>	<b>40.5</b>	<b>9.1</b>	<b>6.2</b>	<b>6.2</b>	<b>1.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.2</b>	<b>12</b>	<b>375</b>
ALMERIA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	4	16
<b>TOTAL ALMERIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>93.8</b>	<b>4</b>	<b>16</b>
BARCELONA	JET2.COM LTD	S	37	0	0	8.1	29.7	37.8	10.8	2.7	8.1	2.7	0.0	0.0	0.0	16	75.0	15	36	
BARCELONA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.1	8	28
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2
BARCELONA	RYANAIR	S	76	0	0	1.3	26.3	50.0	10.5	5.3	2.6	2.6	1.3	0.0	0.0	0.0	19	85.2	11	88
BARCELONA	VUELING AIRLINES	S	50	0	0	12.0	32.0	34.0	8.0	12.0	0.0	2.0	0.0	0.0	0.0	0.0	11	88.9	9	45
<b>TOTAL BARCELONA</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>28.8</b>	<b>42.3</b>	<b>9.8</b>	<b>6.7</b>	<b>3.1</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.9</b>	<b>11</b>	<b>199</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	20	0	2	0.0	4.5	18.2	31.8	27.3	9.1	0.0	0.0	0.0	0.0	9.1	27	77.3	9	22
<b>TOTAL BILBAO</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.5</b>	<b>18.2</b>	<b>31.8</b>	<b>27.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>27</b>	<b>77.3</b>	<b>9</b>	<b>22</b>
GIRONA	RYANAIR	S	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	4
<b>TOTAL GIRONA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>50.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>0</b>	<b>4</b>
GRANADA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	22.2	55.6	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL GRANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>55.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IBIZA	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
IBIZA	RYANAIR	S	14	0	0	21.4	14.3	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	7	10
<b>TOTAL IBIZA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>13.3</b>	<b>60.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.0</b>	<b>7</b>	<b>10</b>
LIEIDA	THOMAS COOK AIRLINES LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8
LIEIDA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	62.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	34	0.0	0	0
<b>TOTAL LIEIDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>100.0</b>	<b>0</b>	<b>8</b>
MADRID	IBERIA EXPRESS	S	20	0	0	10.0	25.0	45.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	77.8	8	18
MADRID	ORANGE2FLY	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
MADRID	RYANAIR	S	57	0	0	1.8	21.1	35.1	12.3	19.3	7.0	3.5	0.0	0.0	0.0	0.0	24	66.1	24	62
<b>TOTAL MADRID</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>21.8</b>	<b>38.5</b>	<b>11.5</b>	<b>15.4</b>	<b>6.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>68.8</b>	<b>20</b>	<b>80</b>
MAHON	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL MAHON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>

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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MALAGA	BRITISH AIRWAYS PLC	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	56	0	1	12.3	28.1	38.6	5.3	3.5	3.5	5.3	1.8	0.0	0.0	1.8	20	79.6	10	49	
MALAGA	JET2.COM LTD	S	53	0	0	11.3	22.6	47.2	5.7	3.8	7.5	0.0	1.9	0.0	0.0	0.0	16	77.8	17	36	
MALAGA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.3	14	96	
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.8	33	36	
MALAGA	RYANAIR	S	63	0	2	3.1	24.6	44.6	10.8	4.6	7.7	1.5	0.0	0.0	0.0	3.1	16	77.4	13	62	
MALAGA	TUI AIRWAYS LTD	C	23	0	0	4.3	13.0	21.7	34.8	8.7	13.0	4.3	0.0	0.0	0.0	0.0	30	66.7	24	18	
<b>TOTAL MALAGA</b>			<b>196</b>	<b>0</b>	<b>3</b>	<b>8.0</b>	<b>23.6</b>	<b>40.7</b>	<b>11.1</b>	<b>4.5</b>	<b>7.0</b>	<b>2.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>19</b>	<b>75.8</b>	<b>16</b>	<b>297</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
MURCIA SAN JAVIER	RYANAIR	S	31	0	1	3.1	31.3	40.6	12.5	9.4	0.0	0.0	0.0	0.0	0.0	3.1	9	78.1	10	32	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>32.4</b>	<b>38.2</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>8</b>	<b>79.4</b>	<b>9</b>	<b>34</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	22	0	0	18.2	31.8	45.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	7	6	
PALMA DE MALLORCA	JET2.COM LTD	S	34	0	0	11.8	20.6	35.3	11.8	8.8	5.9	5.9	0.0	0.0	0.0	0.0	22	85.7	6	28	
PALMA DE MALLORCA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	6	26	
PALMA DE MALLORCA	RYANAIR	S	42	0	0	14.3	26.2	31.0	16.7	9.5	2.4	0.0	0.0	0.0	0.0	0.0	12	86.4	8	44	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	18	0	0	5.6	38.9	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	10	17	
<b>TOTAL PALMA DE MALLORCA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>27.9</b>	<b>37.7</b>	<b>12.3</b>	<b>5.7</b>	<b>2.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>86.0</b>	<b>7</b>	<b>121</b>	
SEVILLE	ENTER AIR	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
SEVILLE	RYANAIR	S	20	0	0	10.0	35.0	45.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>31.8</b>	<b>40.9</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	RYANAIR	S	20	0	0	5.0	30.0	50.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	9	20	
<b>TOTAL VALENCIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>30.0</b>	<b>50.0</b>	<b>10.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.0</b>	<b>9</b>	<b>20</b>	
<b>TOTAL SPAIN</b>			<b>975</b>	<b>0</b>	<b>6</b>	<b>6.7</b>	<b>26.9</b>	<b>40.8</b>	<b>10.9</b>	<b>6.8</b>	<b>4.7</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>16</b>	<b>79.5</b>	<b>13</b>	<b>1188</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	CONDOR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	6	
ARRECIFE	JET2.COM LTD	S	66	0	1	14.9	16.4	37.3	6.0	11.9	7.5	4.5	0.0	0.0	0.0	1.5	23	75.0	20	36	
ARRECIFE	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	10	42	
ARRECIFE	RYANAIR	S	36	0	0	2.8	25.0	52.8	8.3	2.8	8.3	0.0	0.0	0.0	0.0	0.0	12	97.4	4	38	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	81	0	0	3.7	17.3	37.0	13.6	17.3	7.4	2.5	1.2	0.0	0.0	0.0	24	73.7	16	38	
ARRECIFE	TUI AIRWAYS LTD	C	45	0	0	8.9	15.6	46.7	6.7	13.3	6.7	0.0	2.2	0.0	0.0	0.0	19	73.5	23	34	
<b>TOTAL ARRECIFE</b>			<b>228</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>17.9</b>	<b>41.5</b>	<b>9.2</b>	<b>12.7</b>	<b>7.4</b>	<b>2.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>21</b>	<b>80.9</b>	<b>14</b>	<b>194</b>	
FUERTEVENTURA	CONDOR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	37	14	
FUERTEVENTURA	JET2.COM LTD	S	34	0	0	17.6	17.6	44.1	0.0	8.8	8.8	2.9	0.0	0.0	0.0	0.0	19	78.9	8	18	

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FUERTEVENTURA	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	19	20
FUERTEVENTURA	RYANAIR	S	19	0	0	5.3	31.6	47.4	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	9	58.3	30	24
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	53	0	0	9.4	28.3	45.3	5.7	1.9	3.8	5.7	0.0	0.0	0.0	0.0	14	90.9	6	22
FUERTEVENTURA	TUI AIRWAYS LTD	C	26	0	0	7.7	42.3	26.9	7.7	7.7	0.0	3.8	3.8	0.0	0.0	0.0	20	73.1	39	26
<b>TOTAL FUERTEVENTURA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>28.8</b>	<b>41.7</b>	<b>5.3</b>	<b>5.3</b>	<b>3.8</b>	<b>3.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>73.6</b>	<b>23</b>	<b>124</b>
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	14	0	0	0.0	0.0	28.6	7.1	42.9	14.3	7.1	0.0	0.0	0.0	0.0	42	78.6	8	14
LAS PALMAS	JET2.COM LTD	S	37	0	0	8.1	16.2	43.2	8.1	10.8	8.1	0.0	5.4	0.0	0.0	0.0	32	76.9	11	26
LAS PALMAS	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	13	16
LAS PALMAS	RYANAIR	S	20	0	1	28.6	19.0	38.1	9.5	0.0	0.0	0.0	0.0	0.0	0.0	4.8	5	75.0	8	20
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	27.8	38.9	5.6	11.1	16.7	0.0	0.0	0.0	0.0	0.0	25	88.9	7	18
LAS PALMAS	THOMAS COOK SCANDANAVIA	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	102	0.0	0	0
LAS PALMAS	TUI AIRWAYS LTD	C	38	0	0	2.6	13.2	47.4	10.5	18.4	7.9	0.0	0.0	0.0	0.0	0.0	20	81.1	7	37
<b>TOTAL LAS PALMAS</b>			<b>128</b>	<b>0</b>	<b>1</b>	<b>7.8</b>	<b>15.5</b>	<b>41.1</b>	<b>8.5</b>	<b>14.7</b>	<b>9.3</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>25</b>	<b>75.2</b>	<b>9</b>	<b>131</b>
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	18	0	0	11.1	22.2	38.9	11.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	18	100.0	2	18
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	67	0	0	22.4	25.4	31.3	4.5	7.5	6.0	3.0	0.0	0.0	0.0	0.0	16	85.3	8	68
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	94	0	2	6.3	21.9	40.6	8.3	6.3	13.5	1.0	0.0	0.0	0.0	2.1	19	75.8	20	62
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.4	7	74
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	10	14
TENERIFE (SURREINA SOFIA)	RYANAIR	S	57	0	0	3.5	19.3	40.4	14.0	19.3	1.8	1.8	0.0	0.0	0.0	0.0	18	81.3	11	64
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	75	0	0	0.0	13.3	40.0	22.7	12.0	9.3	0.0	1.3	1.3	0.0	0.0	31	85.5	12	62
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	81	0	0	3.7	18.5	43.2	19.8	6.2	4.9	0.0	0.0	3.7	0.0	0.0	40	84.0	8	81
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	110	0.0	0	0
TENERIFE (SURREINA SOFIA)	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
TENERIFE (SURREINA SOFIA)	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	22	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>375</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>19.6</b>	<b>39.3</b>	<b>13.8</b>	<b>9.5</b>	<b>8.0</b>	<b>1.1</b>	<b>0.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>26</b>	<b>81.1</b>	<b>11</b>	<b>443</b>
<b>TOTAL SPAIN(CANARY ST LUCIA</b>			<b>881</b>	<b>0</b>	<b>4</b>	<b>7.9</b>	<b>20.0</b>	<b>40.5</b>	<b>10.5</b>	<b>10.4</b>	<b>7.3</b>	<b>1.8</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>23</b>	<b>79.5</b>	<b>13</b>	<b>910</b>
ST LUCIA (HEWANORRA)	THOMAS COOK AIRLINES LTD	S	8	0	0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	11	4



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>11</b>	<b>4</b>	
<b>TOTAL ST LUCIA SWEDEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>11</b>	<b>4</b>		
<b>GOTEBORG (LANDVETTER)</b>	BRITISH AIRWAYS PLC	S	13	0	0	0.0	23.1	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>76.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>KIRUNA</b>	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4		
<b>TOTAL KIRUNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>5</b>	<b>4</b>		
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	11.1	27.8	38.9	22.2	0.0	0.0	0.0	0.0	0.0	20	55.6	16	18		
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	108	0	0	0.9	36.1	29.6	16.7	12.0	2.8	1.9	0.0	0.0	0.0	16	84.3	7	106		
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>32.5</b>	<b>29.4</b>	<b>19.8</b>	<b>13.5</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.2</b>	<b>9</b>	<b>124</b>		
<b>UMEA</b>	THOMAS COOK SCANDANAVIA	C	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	67	0.0	0	0		
<b>TOTAL UMEA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL SWEDEN</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>31.4</b>	<b>33.6</b>	<b>17.9</b>	<b>12.1</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.0</b>	<b>9</b>	<b>128</b>		
<b>SWITZERLAND</b>																					
<b>BALE MULHOUSE</b>	EASYJET AIRLINE COMPANY LTD	S	58	0	4	3.2	25.8	21.0	9.7	25.8	8.1	0.0	0.0	0.0	6.5	23	73.3	12	58		
<b>BALE MULHOUSE</b>	GERMANIA FLUGGESELLSCHAFT	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
<b>BALE MULHOUSE</b>	TUIFLY (GERMANY)	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
<b>TOTAL BALE MULHOUSE</b>			<b>62</b>	<b>0</b>	<b>4</b>	<b>3.0</b>	<b>25.8</b>	<b>22.7</b>	<b>9.1</b>	<b>25.8</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>22</b>	<b>73.3</b>	<b>12</b>	<b>58</b>		
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	145	0	4	1.3	18.8	31.5	18.1	12.8	8.7	5.4	0.0	0.7	0.0	2.7	33	67.6	16	136	
<b>GENEVA</b>	EASYJET SWITZERLAND	S	10	0	0	0.0	10.0	80.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10	87.5	6	8		
<b>GENEVA</b>	JET2.COM LTD	S	63	0	0	3.2	17.5	39.7	11.1	12.7	7.9	4.8	3.2	0.0	0.0	33	68.0	20	74		
<b>GENEVA</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	4	16		
<b>GENEVA</b>	TUI AIRWAYS LTD	C	19	0	0	0.0	5.3	47.4	36.8	10.5	0.0	0.0	0.0	0.0	0.0	15	37.5	23	8		
<b>TOTAL GENEVA</b>			<b>237</b>	<b>0</b>	<b>4</b>	<b>1.7</b>	<b>17.0</b>	<b>36.9</b>	<b>17.0</b>	<b>12.4</b>	<b>7.5</b>	<b>4.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>1.7</b>	<b>30</b>	<b>69.1</b>	<b>16</b>	<b>242</b>	
<b>ZURICH</b>	SWISS AIRLINES	S	116	0	0	2.6	28.4	51.7	7.8	6.9	2.6	0.0	0.0	0.0	0.0	11	75.0	11	128		
<b>ZURICH</b>	TITAN AIRWAYS LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
<b>TOTAL ZURICH</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>28.8</b>	<b>50.8</b>	<b>8.5</b>	<b>6.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.0</b>	<b>11</b>	<b>128</b>		
<b>TOTAL SWITZERLAND</b>			<b>417</b>	<b>0</b>	<b>8</b>	<b>2.1</b>	<b>21.6</b>	<b>38.6</b>	<b>13.4</b>	<b>12.9</b>	<b>6.1</b>	<b>2.6</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>1.9</b>	<b>24</b>	<b>71.5</b>	<b>14</b>	<b>428</b>	
<b>THAILAND</b>																					
<b>PHUKET</b>	TUI AIRWAYS LTD	C	4	0	0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	19	100.0	4	4		
<b>TOTAL PHUKET</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>4</b>	<b>4</b>		
<b>TOTAL THAILAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>100.0</b>	<b>4</b>	<b>4</b>		
<b>TRINIDAD AND TOBAGO</b>																					
<b>TOBAGO</b>	THOMAS COOK AIRLINES LTD	S	3	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL TOBAGO</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>3</b>
<b>TOTAL TRINIDAD AND TUNISIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>3</b>
<b>ENFIDHA - HAMMAMET INTL</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	50.0	30.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>30.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>																				
<b>ANTALYA</b>	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	54	6
<b>ANTALYA</b>	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	11	2
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	S	42	0	0	7.1	19.0	40.5	14.3	11.9	7.1	0.0	0.0	0.0	0.0	0.0	15	75.0	11	28
<b>ANTALYA</b>	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL ANTALYA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>17.0</b>	<b>39.6</b>	<b>20.8</b>	<b>11.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>63.2</b>	<b>17</b>	<b>38</b>
<b>DALAMAN</b>	EASYJET AIRLINE COMPANY LTD	S	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	2
<b>DALAMAN</b>	THOMAS COOK AIRLINES LTD	S	19	0	0	5.3	10.5	42.1	26.3	10.5	5.3	0.0	0.0	0.0	0.0	0.0	16	83.3	14	6
<b>TOTAL DALAMAN</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>18.5</b>	<b>40.7</b>	<b>22.2</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>11</b>	<b>8</b>
<b>ISTANBUL</b>	FREEBIRD AIRLINES	C	6	0	0	0.0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0
<b>ISTANBUL</b>	THY TURKISH AIRLINES	S	123	0	1	0.0	14.5	31.5	27.4	19.4	6.5	0.0	0.0	0.0	0.0	0.8	22	75.8	10	124
<b>TOTAL ISTANBUL</b>			<b>129</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>13.8</b>	<b>30.8</b>	<b>28.5</b>	<b>19.2</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>75.8</b>	<b>10</b>	<b>124</b>
<b>IZMIR (ADNAN MENDERES)</b>	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	8
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>65</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>209</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>15.2</b>	<b>34.3</b>	<b>25.7</b>	<b>15.7</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>20</b>	<b>70.2</b>	<b>14</b>	<b>178</b>
<b>UNITED ARAB EMIRATES</b>																				
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	C	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	S	124	0	0	21.0	25.0	34.7	4.8	8.1	4.0	0.8	1.6	0.0	0.0	0.0	15	81.5	11	124
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>24.6</b>	<b>34.1</b>	<b>5.6</b>	<b>7.9</b>	<b>4.0</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.5</b>	<b>11</b>	<b>124</b>
<b>DUBAI</b>	EMIRATES	S	187	0	1	3.2	20.2	31.4	18.1	19.7	6.4	0.0	0.0	0.5	0.0	0.5	22	63.4	16	186
<b>TOTAL DUBAI</b>			<b>187</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>20.2</b>	<b>31.4</b>	<b>18.1</b>	<b>19.7</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>63.4</b>	<b>16</b>	<b>186</b>
<b>DUBAI (WORLD CENTRAL)</b>	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	37	7
<b>TOTAL DUBAI (WORLD CENTRAL)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>57.1</b>	<b>37</b>	<b>7</b>
<b>TOTAL UNITED ARAB</b>			<b>313</b>	<b>0</b>	<b>1</b>	<b>10.5</b>	<b>22.0</b>	<b>32.5</b>	<b>13.1</b>	<b>15.0</b>	<b>5.4</b>	<b>0.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>19</b>	<b>70.3</b>	<b>15</b>	<b>317</b>
<b>UNITED KINGDOM</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ABERDEEN	FLYBE LTD	S	315	0	7	2.8	34.5	46.3	8.4	4.0	0.3	1.6	0.0	0.0	0.0	2.2	9	91.7	6	336
<b>TOTAL ABERDEEN</b>			<b>315</b>	<b>0</b>	<b>7</b>	<b>2.8</b>	<b>34.5</b>	<b>46.3</b>	<b>8.4</b>	<b>4.0</b>	<b>0.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>9</b>	<b>91.7</b>	<b>6</b>	<b>336</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	390	0	10	0.8	31.0	46.3	8.0	6.8	3.0	1.0	0.8	0.0	0.0	2.5	13	86.2	9	391
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>390</b>	<b>0</b>	<b>10</b>	<b>0.8</b>	<b>31.0</b>	<b>46.3</b>	<b>8.0</b>	<b>6.8</b>	<b>3.0</b>	<b>1.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>13</b>	<b>86.2</b>	<b>9</b>	<b>391</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	168	0	0	0.0	32.7	39.9	8.9	9.5	5.4	3.6	0.0	0.0	0.0	0.0	18	82.4	9	170
BELFAST INTERNATIONAL	RYANAIR	S	14	0	0	14.3	35.7	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>33.0</b>	<b>39.6</b>	<b>8.8</b>	<b>9.3</b>	<b>4.9</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>82.4</b>	<b>9</b>	<b>170</b>
BENBECULA	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
<b>TOTAL BENBECULA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>4</b>
BIRMINGHAM	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	100.0	0	1
BIRMINGHAM	LUFTHANSA	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BIRMINGHAM	SAS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BIRMINGHAM	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>27</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
BRISTOL	DUCAIR	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0
BRISTOL	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	178	0.0	0	0
BRISTOL	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	131	0.0	0	0
<b>TOTAL BRISTOL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>136</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CAMBRIDGE	BRITISH AIRWAYS PLC	S	13	0	0	53.8	38.5	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL CAMBRIDGE</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>53.8</b>	<b>38.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
EDINBURGH	FLYBE LTD	S	168	0	16	0.0	33.2	48.4	2.7	3.3	2.2	0.5	1.1	0.0	0.0	8.7	10	84.5	12	174
EDINBURGH	LOGANAIR LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>169</b>	<b>0</b>	<b>16</b>	<b>0.0</b>	<b>33.0</b>	<b>48.1</b>	<b>2.7</b>	<b>3.8</b>	<b>2.2</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>10</b>	<b>84.6</b>	<b>12</b>	<b>175</b>
EXETER	FLYBE LTD	S	138	0	20	0.0	38.0	39.9	5.7	3.2	0.6	0.0	0.0	0.0	0.0	12.7	6	87.9	7	174
<b>TOTAL EXETER</b>			<b>138</b>	<b>0</b>	<b>20</b>	<b>0.0</b>	<b>38.0</b>	<b>39.9</b>	<b>5.7</b>	<b>3.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.7</b>	<b>6</b>	<b>87.9</b>	<b>7</b>	<b>174</b>
GATWICK	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
GATWICK	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 1 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
GATWICK	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>14</b>	<b>1</b>	
GLASGOW	FLYBE LTD	S	136	0	14	2.0	33.3	40.7	3.3	6.0	4.7	0.7	0.0	0.0	0.0	9.3	11	88.5	9	145	
<b>TOTAL GLASGOW</b>			<b>136</b>	<b>0</b>	<b>14</b>	<b>2.0</b>	<b>33.3</b>	<b>40.7</b>	<b>3.3</b>	<b>6.0</b>	<b>4.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>11</b>	<b>88.5</b>	<b>9</b>	<b>145</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	118	0	7	9.6	39.2	28.8	5.6	8.0	2.4	0.8	0.0	0.0	0.0	5.6	10	78.9	6	112	
<b>TOTAL GUERNSEY</b>			<b>118</b>	<b>0</b>	<b>7</b>	<b>9.6</b>	<b>39.2</b>	<b>28.8</b>	<b>5.6</b>	<b>8.0</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>10</b>	<b>78.9</b>	<b>6</b>	<b>112</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	449	0	22	2.5	42.5	29.5	8.1	6.2	4.0	1.5	1.1	0.0	0.0	4.7	15	87.6	5	483	
HEATHROW	UNITED AIRLINES	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL HEATHROW</b>			<b>450</b>	<b>0</b>	<b>22</b>	<b>2.5</b>	<b>42.4</b>	<b>29.4</b>	<b>8.1</b>	<b>6.4</b>	<b>4.0</b>	<b>1.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>15</b>	<b>87.6</b>	<b>5</b>	<b>483</b>	
INVERNESS	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.0	14	154	
INVERNESS	LOGANAIR LTD	S	152	0	0	15.8	48.7	30.3	0.7	3.9	0.0	0.0	0.7	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL INVERNESS</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>48.7</b>	<b>30.3</b>	<b>0.7</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>91.0</b>	<b>14</b>	<b>154</b>	
ISLE OF MAN	FLYBE LTD	S	277	0	5	0.4	27.7	42.9	12.8	9.2	3.2	1.4	0.4	0.4	0.0	1.8	21	79.4	9	283	
<b>TOTAL ISLE OF MAN</b>			<b>277</b>	<b>0</b>	<b>5</b>	<b>0.4</b>	<b>27.7</b>	<b>42.9</b>	<b>12.8</b>	<b>9.2</b>	<b>3.2</b>	<b>1.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>1.8</b>	<b>21</b>	<b>79.4</b>	<b>9</b>	<b>283</b>	
JERSEY	FLYBE LTD	S	62	0	2	0.0	28.1	46.9	7.8	9.4	1.6	0.0	3.1	0.0	0.0	3.1	16	69.6	13	50	
<b>TOTAL JERSEY</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>28.1</b>	<b>46.9</b>	<b>7.8</b>	<b>9.4</b>	<b>1.6</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>16</b>	<b>69.6</b>	<b>13</b>	<b>50</b>	
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0	
LEEDS BRADFORD	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
LEEDS BRADFORD	JET2.COM LTD	S	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>			<b>2</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>56</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	30	1	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>30</b>	<b>1</b>	
LONDON CITY	BRITISH AIRWAYS PLC	S	8	0	1	22.2	11.1	22.2	0.0	0.0	22.2	11.1	0.0	0.0	0.0	11.1	38	0.0	0	0	
<b>TOTAL LONDON CITY</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>22.2</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUTON	JET2.COM LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWCASTLE	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1		
<b>TOTAL NEWCASTLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>	
NEWQUAY	FLYBE LTD	S	72	0	2	0.0	23.0	45.9	14.9	10.8	1.4	1.4	0.0	0.0	0.0	2.7	14	86.5	8	72	
<b>TOTAL NEWQUAY</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.0</b>	<b>45.9</b>	<b>14.9</b>	<b>10.8</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>14</b>	<b>86.5</b>	<b>8</b>	<b>72</b>	
NORWICH	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
NORWICH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.9	4	146		
NORWICH	LOGANAIR LTD	S	125	0	9	10.4	41.0	29.1	5.2	3.0	0.7	0.7	3.0	0.0	0.0	6.7	14	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						15 m early	to 15 m early	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late									
<b>TOTAL NORWICH</b>			<b>125</b>	<b>0</b>	<b>9</b>	<b>10.4</b>	<b>41.0</b>	<b>29.1</b>	<b>5.2</b>	<b>3.0</b>	<b>0.7</b>	<b>0.7</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>14</b>	<b>95.9</b>	<b>4</b>	<b>147</b>	
<b>SOUTHAMPTON</b>	FLYBE LTD	S	342	0	32	4.5	36.6	36.4	2.9	5.6	4.5	0.8	0.0	0.0	0.0	8.6	11	87.8	9	304	
<b>TOTAL SOUTHAMPTON</b>			<b>342</b>	<b>0</b>	<b>32</b>	<b>4.5</b>	<b>36.6</b>	<b>36.4</b>	<b>2.9</b>	<b>5.6</b>	<b>4.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>11</b>	<b>87.8</b>	<b>9</b>	<b>304</b>	
<b>SOUTHEND</b>	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>SOUTHEND</b>	FLYBE LTD	S	142	0	6	1.4	39.2	43.2	6.1	1.4	2.0	2.7	0.0	0.0	0.0	4.1	10	0.0	0	0	
<b>TOTAL SOUTHEND</b>			<b>143</b>	<b>0</b>	<b>6</b>	<b>1.3</b>	<b>38.9</b>	<b>43.0</b>	<b>6.7</b>	<b>1.3</b>	<b>2.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>STORNOWAY</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	31	11	
<b>TOTAL STORNOWAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>46.2</b>	<b>31</b>	<b>11</b>	
<b>SUMBURGH</b>	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3	
<b>TOTAL SUMBURGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>3</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>3106</b>	<b>0</b>	<b>158</b>	<b>3.3</b>	<b>35.5</b>	<b>38.9</b>	<b>6.8</b>	<b>5.9</b>	<b>2.8</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>13</b>	<b>86.4</b>	<b>8</b>	<b>3020</b>	
<b>Unknown</b>																					
<b>Unknown</b>	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2	
<b>TOTAL Unknown</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>TOTAL Unknown</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>USA</b>																					
<b>ATLANTA</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	40	0	0	20.0	25.0	30.0	12.5	7.5	2.5	2.5	0.0	0.0	0.0	0.0	12	92.9	7	56	
<b>TOTAL ATLANTA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>25.0</b>	<b>30.0</b>	<b>12.5</b>	<b>7.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>92.9</b>	<b>7</b>	<b>56</b>	
<b>BOSTON</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
<b>TOTAL BOSTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	38	12	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.3</b>	<b>38</b>	<b>12</b>	
<b>HOUSTON</b>	SINGAPORE AIRLINES	S	44	0	0	9.1	29.5	40.9	9.1	6.8	4.5	0.0	0.0	0.0	0.0	0.0	10	88.6	6	44	
<b>TOTAL HOUSTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>29.5</b>	<b>40.9</b>	<b>9.1</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.6</b>	<b>6</b>	<b>44</b>	
<b>LAS VEGAS</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	30.0	10.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	43	80.8	21	26	
<b>LAS VEGAS</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	4	0	0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	9	12	
<b>TOTAL LAS VEGAS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>21.4</b>	<b>21.4</b>	<b>7.1</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>78.9</b>	<b>17</b>	<b>38</b>	
<b>NEW YORK (JF KENNEDY)</b>	AMERICAN AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	74	2	
<b>NEW YORK (JF KENNEDY)</b>	DELTA AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.6	1	42	
<b>NEW YORK (JF KENNEDY)</b>	PAKISTAN INTL AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	40	7	
<b>NEW YORK (JF KENNEDY)</b>	THOMAS COOK AIRLINES LTD	S	29	0	0	0.0	0.0	34.5	31.0	20.7	6.9	3.4	3.4	0.0	0.0	0.0	35	66.7	11	6	
<b>NEW YORK (JF KENNEDY)</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	33	0	0	0.0	51.5	24.2	3.0	15.2	6.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>29.0</b>	<b>16.1</b>	<b>17.7</b>	<b>6.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>81.0</b>	<b>10</b>	<b>57</b>	
<b>NEW YORK (NEWARK)</b>	UNITED AIRLINES	S	60	0	3	4.8	34.9	17.5	11.1	15.9	7.9	3.2	0.0	0.0	0.0	4.8	24	83.9	11	60	

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>3</b>	<b>4.8</b>	<b>34.9</b>	<b>17.5</b>	<b>11.1</b>	<b>15.9</b>	<b>7.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>24</b>	<b>83.9</b>	<b>11</b>	<b>60</b>
ORLANDO	THOMAS COOK AIRLINES LTD	S	15	0	1	12.5	0.0	43.8	18.8	12.5	6.3	0.0	0.0	0.0	0.0	6.3	20	64.3	14	14
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	66	0	0	1.5	36.4	33.3	13.6	4.5	4.5	6.1	0.0	0.0	0.0	0.0	21	88.9	7	63
<b>TOTAL ORLANDO</b>			<b>81</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>29.3</b>	<b>35.4</b>	<b>14.6</b>	<b>6.1</b>	<b>4.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>21</b>	<b>84.4</b>	<b>8</b>	<b>77</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	54	0	4	6.9	19.0	29.3	15.5	12.1	8.6	1.7	0.0	0.0	0.0	6.9	21	77.2	10	57
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>54</b>	<b>0</b>	<b>4</b>	<b>6.9</b>	<b>19.0</b>	<b>29.3</b>	<b>15.5</b>	<b>12.1</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>21</b>	<b>77.2</b>	<b>10</b>	<b>57</b>
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
<b>TOTAL SAN FRANCISCO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>3</b>
SANFORD	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	0	1
<b>TOTAL SANFORD</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL USA</b>			<b>360</b>	<b>0</b>	<b>8</b>	<b>6.3</b>	<b>27.2</b>	<b>30.2</b>	<b>13.9</b>	<b>11.1</b>	<b>6.0</b>	<b>3.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>20</b>	<b>83.4</b>	<b>10</b>	<b>407</b>
<b>TOTAL MANCHESTER</b>			<b>14179</b>	<b>0</b>	<b>343</b>	<b>4.7</b>	<b>28.1</b>	<b>38.7</b>	<b>10.5</b>	<b>8.5</b>	<b>4.7</b>	<b>1.5</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>82.0</b>	<b>10</b>	<b>14403</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>AUSTRIA</b>																					
INNSBRUCK	TUI AIRWAYS LTD	S	7	0	0	28.6	0.0	14.3	0.0	0.0	0.0	42.9	14.3	0.0	0.0	0.0	95	71.4	10	7	
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>71.4</b>	<b>10</b>	<b>7</b>	
SALZBURG	TUI AIRWAYS LTD	S	3	0	0	0.0	33.3	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	111	100.0	0	1	
<b>TOTAL SALZBURG</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>111</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL AUSTRIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	S	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	2	
<b>TOTAL BRIDGETOWN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>TOTAL BARBADOS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	90	0	2	3.3	39.1	37.0	7.6	6.5	4.3	0.0	0.0	0.0	0.0	2.2	10	84.8	9	92	
<b>TOTAL BRUSSELS</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>39.1</b>	<b>37.0</b>	<b>7.6</b>	<b>6.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>10</b>	<b>84.8</b>	<b>9</b>	<b>92</b>	
<b>TOTAL BELGIUM</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>39.1</b>	<b>37.0</b>	<b>7.6</b>	<b>6.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>10</b>	<b>84.8</b>	<b>9</b>	<b>92</b>	
<b>BULGARIA</b>																					
SOFIA	JET2.COM LTD	S	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	14	4	
<b>TOTAL SOFIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>14</b>	<b>4</b>	
<b>TOTAL BULGARIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>50.0</b>	<b>14</b>	<b>4</b>	
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3	
<b>TOTAL LARNACA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>3</b>	
PAPHOS	JET2.COM LTD	S	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
PAPHOS	TUI AIRWAYS LTD	S	8	0	0	12.5	0.0	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	70.0	13	10	
<b>TOTAL PAPHOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>56.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.0</b>	<b>13</b>	<b>10</b>	
<b>TOTAL CYPRUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>56.3</b>	<b>18.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.9</b>	<b>10</b>	<b>13</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	18	0	0	11.1	22.2	44.4	5.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	14	66.7	29	18	
<b>TOTAL PRAGUE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.7</b>	<b>29</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.7</b>	<b>29</b>	<b>18</b>	
<b>DENMARK</b>																					
COPENHAGEN	SAS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.0	9	50	
<b>TOTAL COPENHAGEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.0</b>	<b>9</b>	<b>50</b>	
<b>TOTAL DENMARK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.0</b>	<b>9</b>	<b>50</b>	
<b>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>FINLAND</b>																					
ENONTEKIO	ENTER AIR	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FINLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>FRANCE</b>																					
BRIVE-LA-GAILLARDE	VOLOTEA	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
<b>TOTAL BRIVE-LA-GAILLARDE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
GRENOBLE	JET2.COM LTD	S	10	0	0	0.0	20.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	14	62.5	13	8		
<b>TOTAL GRENOBLE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>50.0</b>	<b>10.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.5</b>	<b>13</b>	<b>8</b>		
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	169	0	5	13.2	28.7	36.8	10.3	3.4	2.9	1.7	0.0	0.0	0.0	2.9	11	91.0	6	177	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>169</b>	<b>0</b>	<b>5</b>	<b>13.2</b>	<b>28.7</b>	<b>36.8</b>	<b>10.3</b>	<b>3.4</b>	<b>2.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>11</b>	<b>91.0</b>	<b>6</b>	<b>177</b>	
TARBES-LOURDES INTERNATIONAL	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL FRANCE</b>			<b>182</b>	<b>0</b>	<b>5</b>	<b>12.3</b>	<b>28.3</b>	<b>36.9</b>	<b>10.7</b>	<b>4.8</b>	<b>2.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>11</b>	<b>89.7</b>	<b>6</b>	<b>185</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	7.1	39.3	35.7	7.1	7.1	3.6	0.0	0.0	0.0	0.0	9	100.0	2	24		
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>35.7</b>	<b>7.1</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>24</b>		
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	46	0	0	2.2	6.5	26.1	13.0	41.3	8.7	0.0	2.2	0.0	0.0	0.0	37	83.3	12	30	
DUSSELDORF	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	24		
<b>TOTAL DUSSELDORF</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>6.5</b>	<b>26.1</b>	<b>13.0</b>	<b>41.3</b>	<b>8.7</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>83.3</b>	<b>10</b>	<b>54</b>	
<b>TOTAL GERMANY</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>18.9</b>	<b>29.7</b>	<b>10.8</b>	<b>28.4</b>	<b>6.8</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>88.5</b>	<b>7</b>	<b>78</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	26	0	2	10.7	35.7	14.3	10.7	7.1	0.0	7.1	7.1	0.0	0.0	7.1	41	78.6	12	28	
<b>TOTAL CORK</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>35.7</b>	<b>14.3</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>41</b>	<b>78.6</b>	<b>12</b>	<b>28</b>	
DUBLIN	AER LINGUS	S	58	0	4	0.0	53.2	29.0	3.2	1.6	0.0	3.2	0.0	3.2	0.0	6.5	24	85.7	9	140	
DUBLIN	RYANAIR	S	104	0	10	4.4	37.7	30.7	11.4	3.5	1.8	0.9	0.9	0.0	0.0	8.8	11	91.5	5	117	
<b>TOTAL DUBLIN</b>			<b>162</b>	<b>0</b>	<b>14</b>	<b>2.8</b>	<b>43.2</b>	<b>30.1</b>	<b>8.5</b>	<b>2.8</b>	<b>1.1</b>	<b>1.7</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>8.0</b>	<b>16</b>	<b>88.3</b>	<b>7</b>	<b>257</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>188</b>	<b>0</b>	<b>16</b>	<b>3.9</b>	<b>42.2</b>	<b>27.9</b>	<b>8.8</b>	<b>3.4</b>	<b>1.0</b>	<b>2.5</b>	<b>1.5</b>	<b>1.0</b>	<b>0.0</b>	<b>7.8</b>	<b>19</b>	<b>87.4</b>	<b>8</b>	<b>285</b>	
<b>ITALY</b>																					
ROME (FIUMICINO)	JET2.COM LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL ROME (FIUMICINO)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
TURIN	TUI AIRWAYS LTD	S	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1		
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL ITALY</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>33.3</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL MONTEGO BAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL JAMAICA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	11.8	41.2	17.6	11.8	5.9	5.9	5.9	0.0	0.0	0.0	41	81.3	8	16	
MALTA	JET2.COM LTD	S	10	0	0	0.0	10.0	70.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	38	100.0	0	2	
<b>TOTAL MALTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>51.9</b>	<b>11.1</b>	<b>7.4</b>	<b>3.7</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>51.9</b>	<b>11.1</b>	<b>7.4</b>	<b>3.7</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	159	0.0	0	0	
AMSTERDAM	KLM	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
AMSTERDAM	KLM	S	245	0	5	0.8	34.4	43.2	7.2	6.8	4.8	0.8	0.0	0.0	0.0	2.0	12	86.9	8	252	
<b>TOTAL AMSTERDAM</b>			<b>248</b>	<b>0</b>	<b>5</b>	<b>0.8</b>	<b>34.0</b>	<b>43.1</b>	<b>7.5</b>	<b>6.7</b>	<b>4.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>86.9</b>	<b>8</b>	<b>252</b>	
<b>TOTAL NETHERLANDS</b>			<b>248</b>	<b>0</b>	<b>5</b>	<b>0.8</b>	<b>34.0</b>	<b>43.1</b>	<b>7.5</b>	<b>6.7</b>	<b>4.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>12</b>	<b>86.9</b>	<b>8</b>	<b>252</b>	
<b>NORWAY</b>																					
BERGEN	GERMANIA FLUGGESELLSCHAFT	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
BERGEN	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL BERGEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
STAVANGER	BMI REGIONAL	S	44	0	0	0.0	70.5	22.7	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	9	54	
<b>TOTAL STAVANGER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>70.5</b>	<b>22.7</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>9</b>	<b>54</b>	
TROMSOE	GERMANIA FLUGGESELLSCHAFT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL TROMSOE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL NORWAY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>69.6</b>	<b>21.7</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>89.7</b>	<b>8</b>	<b>58</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	18	
<b>TOTAL GDANSK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
KRAKOW	JET2.COM LTD	S	18	0	0	5.6	33.3	44.4	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	5	18	
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	33.3	22.2	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	18	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>22.2</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
WROCLAW	RYANAIR	S	18	0	0	22.2	33.3	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	94.4	4	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>29.3</b>	<b>37.9</b>	<b>8.6</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.1</b>	<b>3</b>	<b>72</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
						More than 15 m early	early														
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	24	0	0	4.2	12.5	25.0	8.3	33.3	12.5	4.2	0.0	0.0	0.0	0.0	36	83.3	12	24	
FARO	JET2.COM LTD	S	22	0	0	13.6	31.8	36.4	4.5	4.5	4.5	4.5	0.0	0.0	0.0	16	83.3	8	18		
FARO	RYANAIR	S	8	0	0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	21	100.0	1	8		
<b>TOTAL FARO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>20.4</b>	<b>31.5</b>	<b>7.4</b>	<b>22.2</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>86.0</b>	<b>8</b>	<b>50</b>		
<b>TOTAL PORTUGAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>20.4</b>	<b>31.5</b>	<b>7.4</b>	<b>22.2</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>86.0</b>	<b>8</b>	<b>50</b>		
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	167	8		
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>167</b>	<b>8</b>		
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>87.5</b>	<b>167</b>	<b>8</b>		
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	60	0	2	3.2	25.8	41.9	12.9	4.8	1.6	0.0	4.8	1.6	0.0	3.2	28	83.6	10	61	
ALICANTE	JET2.COM LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
ALICANTE	JET2.COM LTD	S	48	0	0	4.2	18.8	37.5	22.9	8.3	4.2	2.1	2.1	0.0	0.0	22	79.5	8	44		
ALICANTE	RYANAIR	S	42	0	0	7.1	28.6	45.2	11.9	7.1	0.0	0.0	0.0	0.0	0.0	11	86.8	7	38		
ALICANTE	TUI AIRWAYS LTD	S	12	0	0	8.3	0.0	41.7	25.0	8.3	0.0	16.7	0.0	0.0	0.0	33	77.8	17	9		
<b>TOTAL ALICANTE</b>			<b>164</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>22.3</b>	<b>42.2</b>	<b>16.3</b>	<b>6.6</b>	<b>1.8</b>	<b>1.8</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>1.2</b>	<b>22</b>	<b>82.9</b>	<b>9</b>	<b>152</b>	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	38	0	2	0.0	30.0	22.5	32.5	0.0	10.0	0.0	0.0	0.0	0.0	5.0	21	72.5	36	40	
BARCELONA	JET2.COM LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
BARCELONA	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	19	22		
<b>TOTAL BARCELONA</b>			<b>38</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>29.3</b>	<b>22.0</b>	<b>31.7</b>	<b>0.0</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>21</b>	<b>69.4</b>	<b>30</b>	<b>62</b>	
GIRONA	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	22	2		
<b>TOTAL GIRONA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>22</b>	<b>2</b>		
MADRID	RYANAIR	S	18	0	0	0.0	5.6	55.6	22.2	16.7	0.0	0.0	0.0	0.0	0.0	15	100.0	2	4		
<b>TOTAL MADRID</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>55.6</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>4</b>		
MALAGA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	6.5	21.7	37.0	6.5	4.3	19.6	0.0	4.3	0.0	0.0	37	83.3	12	48		
MALAGA	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
MALAGA	JET2.COM LTD	S	30	0	0	0.0	36.7	46.7	3.3	6.7	6.7	0.0	0.0	0.0	0.0	12	85.3	9	34		
MALAGA	RYANAIR	S	38	0	0	5.3	31.6	34.2	15.8	13.2	0.0	0.0	0.0	0.0	0.0	12	79.4	17	34		
MALAGA	TUI AIRWAYS LTD	S	11	0	0	0.0	18.2	54.5	9.1	0.0	9.1	9.1	0.0	0.0	0.0	23	100.0	4	10		
<b>TOTAL MALAGA</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>28.3</b>	<b>40.2</b>	<b>8.7</b>	<b>7.1</b>	<b>9.4</b>	<b>0.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>84.1</b>	<b>12</b>	<b>126</b>		
MURCIA SAN JAVIER	JET2.COM LTD	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL MURCIA SAN JAVIER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	6		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017				
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
PALMA DE MALLORCA	JET2.COM LTD	S	19	0	1	0.0	50.0	30.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	5	55.6	26	18	
PALMA DE MALLORCA	RYANAIR	S	14	0	0	0.0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	7	10	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>36.4</b>	<b>38.6</b>	<b>18.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>8</b>	<b>76.5</b>	<b>17</b>	<b>34</b>	
<b>TOTAL SPAIN</b>			<b>396</b>	<b>0</b>	<b>6</b>	<b>3.5</b>	<b>25.9</b>	<b>39.8</b>	<b>15.7</b>	<b>6.2</b>	<b>4.7</b>	<b>1.0</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>20</b>	<b>80.3</b>	<b>14</b>	<b>380</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
ARRECIFE	JET2.COM LTD	S	29	0	0	17.2	27.6	24.1	10.3	3.4	10.3	3.4	3.4	0.0	0.0	0.0	30	81.5	16	27	
ARRECIFE	RYANAIR	S	18	0	0	22.2	11.1	27.8	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	18	18	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	11.1	38.9	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	83.3	7	18	
ARRECIFE	TUI AIRWAYS LTD	S	10	0	0	10.0	40.0	30.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	10	
<b>TOTAL ARRECIFE</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>21.1</b>	<b>30.3</b>	<b>13.2</b>	<b>10.5</b>	<b>7.9</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>84.9</b>	<b>12</b>	<b>73</b>	
FUERTEVENTURA	JET2.COM LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	33.3	22.2	33.3	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	62.5	47	8	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	25.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	10	
<b>TOTAL FUERTEVENTURA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>25.9</b>	<b>22.2</b>	<b>40.7</b>	<b>3.7</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>83.3</b>	<b>21</b>	<b>18</b>	
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	6	
LAS PALMAS	JET2.COM LTD	S	20	0	0	5.0	35.0	35.0	5.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	22	83.3	9	18	
LAS PALMAS	TUI AIRWAYS LTD	S	8	0	0	0.0	0.0	37.5	37.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	48	88.9	4	18	
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>35.7</b>	<b>14.3</b>	<b>3.6</b>	<b>3.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>88.1</b>	<b>6</b>	<b>42</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	17	0	0	23.5	11.8	35.3	11.8	5.9	5.9	0.0	5.9	0.0	0.0	0.0	23	94.4	5	18	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	36	0	0	19.4	27.8	38.9	5.6	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	85.3	7	34	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	19.2	19.2	34.6	19.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	9	20	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	28	0	0	7.1	25.0	39.3	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	23	88.5	6	26	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	21	0	0	4.8	19.0	38.1	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	15	96.2	3	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>21.9</b>	<b>37.5</b>	<b>11.7</b>	<b>9.4</b>	<b>2.3</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.7</b>	<b>6</b>	<b>124</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>259</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>22.0</b>	<b>35.5</b>	<b>11.6</b>	<b>8.5</b>	<b>4.2</b>	<b>2.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.2</b>	<b>9</b>	<b>257</b>	
<b>SWEDEN</b>																					
KIRUNA	ENTER AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2	
<b>TOTAL KIRUNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>24</b>	<b>2</b>	
<b>TOTAL SWEDEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>24</b>	<b>2</b>	
<b>SWITZERLAND</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	52	0	4	0.0	12.5	42.9	12.5	19.6	5.4	0.0	0.0	0.0	0.0	7.1	20	77.8	9	54	
GENEVA	JET2.COM LTD	C	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
GENEVA	TUI AIRWAYS LTD	S	10	0	0	0.0	10.0	10.0	30.0	0.0	0.0	30.0	20.0	0.0	0.0	0.0	95	25.0	26	8	
<b>TOTAL GENEVA</b>			<b>66</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>11.4</b>	<b>40.0</b>	<b>14.3</b>	<b>15.7</b>	<b>5.7</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>32</b>	<b>71.0</b>	<b>11</b>	<b>62</b>	
<b>TOTAL SWITZERLAND</b>			<b>66</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>11.4</b>	<b>40.0</b>	<b>14.3</b>	<b>15.7</b>	<b>5.7</b>	<b>4.3</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>32</b>	<b>71.0</b>	<b>11</b>	<b>62</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	62	0	0	3.2	25.8	32.3	17.7	16.1	3.2	1.6	0.0	0.0	0.0	0.0	18	79.0	9	62	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>25.8</b>	<b>32.3</b>	<b>17.7</b>	<b>16.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.0</b>	<b>9</b>	<b>62</b>	
<b>TOTAL UNITED ARAB</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>25.8</b>	<b>32.3</b>	<b>17.7</b>	<b>16.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.0</b>	<b>9</b>	<b>62</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	13	136	
ABERDEEN	FLYBE LTD	S	107	0	33	3.6	15.7	26.4	6.4	8.6	10.0	2.9	2.9	0.0	0.0	23.6	32	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>107</b>	<b>0</b>	<b>33</b>	<b>3.6</b>	<b>15.7</b>	<b>26.4</b>	<b>6.4</b>	<b>8.6</b>	<b>10.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23.6</b>	<b>32</b>	<b>82.4</b>	<b>13</b>	<b>136</b>	
BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	49	0	3	7.7	15.4	30.8	19.2	7.7	0.0	13.5	0.0	0.0	0.0	5.8	33	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>50</b>	<b>0</b>	<b>3</b>	<b>7.5</b>	<b>15.1</b>	<b>30.2</b>	<b>20.8</b>	<b>7.5</b>	<b>0.0</b>	<b>13.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	154	0	2	0.0	29.5	41.7	6.4	10.9	3.8	3.2	3.2	0.0	0.0	1.3	23	87.8	7	156	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>29.5</b>	<b>41.7</b>	<b>6.4</b>	<b>10.9</b>	<b>3.8</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>87.8</b>	<b>7</b>	<b>156</b>	
BIRMINGHAM	ENTER AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	43	2	
BIRMINGHAM	SIAVIA	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>50.0</b>	<b>43</b>	<b>2</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	94	0	16	0.9	31.8	29.1	10.0	4.5	6.4	2.7	0.0	0.0	0.0	14.5	17	80.8	12	104	
<b>TOTAL BRISTOL</b>			<b>94</b>	<b>0</b>	<b>16</b>	<b>0.9</b>	<b>31.8</b>	<b>29.1</b>	<b>10.0</b>	<b>4.5</b>	<b>6.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.5</b>	<b>17</b>	<b>80.8</b>	<b>12</b>	<b>104</b>	
CARDIFF WALES	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.6	8	87	
CARDIFF WALES	FLYBE LTD	S	69	0	15	8.3	16.7	26.2	10.7	7.1	7.1	1.2	4.8	0.0	0.0	17.9	30	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>69</b>	<b>0</b>	<b>15</b>	<b>8.3</b>	<b>16.7</b>	<b>26.2</b>	<b>10.7</b>	<b>7.1</b>	<b>7.1</b>	<b>1.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>17.9</b>	<b>30</b>	<b>81.6</b>	<b>8</b>	<b>87</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DURHAM TEES VALLEY	EASTERN AIRWAYS	S	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	8	1	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>8</b>	<b>1</b>	
EXETER	FLYBE LTD	S	49	0	6	0.0	18.2	45.5	12.7	3.6	5.5	1.8	1.8	0.0	0.0	10.9	23	83.3	8	48	
<b>TOTAL EXETER</b>			<b>49</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>18.2</b>	<b>45.5</b>	<b>12.7</b>	<b>3.6</b>	<b>5.5</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>10.9</b>	<b>23</b>	<b>83.3</b>	<b>8</b>	<b>48</b>	
GATWICK	EASTERN AIRWAYS	C	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	342	0	16	1.1	42.7	35.5	6.4	4.2	4.7	0.6	0.3	0.0	0.0	4.5	12	89.5	6	354	
<b>TOTAL HEATHROW</b>			<b>342</b>	<b>0</b>	<b>16</b>	<b>1.1</b>	<b>42.7</b>	<b>35.5</b>	<b>6.4</b>	<b>4.2</b>	<b>4.7</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>12</b>	<b>89.5</b>	<b>6</b>	<b>354</b>	
HUMBERSIDE	EASTERN AIRWAYS	S	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ISLE OF MAN	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	5	23	
ISLE OF MAN	FLYBE LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
ISLE OF MAN	VANAIR EUROPE AS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2	
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>84.0</b>	<b>6</b>	<b>25</b>	
JERSEY	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	2	
<b>TOTAL JERSEY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
LEEDS BRADFORD	BRITISH AIRWAYS PLC	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
LEEDS BRADFORD	EASTERN AIRWAYS	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
LEEDS BRADFORD	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MANCHESTER	ENTER AIR	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SOUTHAMPTON	FLYBE LTD	S	140	0	16	5.8	46.8	25.0	4.5	1.9	3.2	1.9	0.6	0.0	0.0	10.3	11	90.7	9	172	
SOUTHAMPTON	JOTA AVIATION LTD	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SOUTHAMPTON</b>			<b>142</b>	<b>0</b>	<b>16</b>	<b>6.3</b>	<b>46.8</b>	<b>24.7</b>	<b>4.4</b>	<b>1.9</b>	<b>3.2</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>11</b>	<b>90.7</b>	<b>9</b>	<b>172</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1030</b>	<b>0</b>	<b>108</b>	<b>2.9</b>	<b>32.1</b>	<b>33.0</b>	<b>7.8</b>	<b>5.8</b>	<b>5.2</b>	<b>2.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>19</b>	<b>86.7</b>	<b>8</b>	<b>1087</b>	
<b>TOTAL NEWCASTLE</b>			<b>2870</b>	<b>0</b>	<b>146</b>	<b>5.0</b>	<b>30.2</b>	<b>35.4</b>	<b>9.9</b>	<b>7.2</b>	<b>4.3</b>	<b>2.1</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>4.8</b>	<b>18</b>	<b>85.6</b>	<b>9</b>	<b>3044</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: SOUTHAMPTON (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5	
<b>TOTAL INNSBRUCK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>5</b>	
<b>TOTAL AUSTRIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>5</b>	
<b>FRANCE</b>																					
BERGERAC	FLYBE LTD	S	32	0	3	0.0	31.4	40.0	2.9	2.9	5.7	8.6	0.0	0.0	0.0	8.6	22	81.3	27	32	
<b>TOTAL BERGERAC</b>			<b>32</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>31.4</b>	<b>40.0</b>	<b>2.9</b>	<b>2.9</b>	<b>5.7</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.6</b>	<b>22</b>	<b>81.3</b>	<b>27</b>	<b>32</b>	
BORDEAUX	FLYBE LTD	S	4	0	2	0.0	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	5	100.0	2	8	
<b>TOTAL BORDEAUX</b>			<b>4</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>5</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
CHAMBERY	FLYBE LTD	C	8	0	0	0.0	12.5	50.0	12.5	0.0	0.0	0.0	25.0	0.0	0.0	0.0	77	62.5	18	8	
CHAMBERY	FLYBE LTD	S	27	0	0	7.4	25.9	37.0	3.7	14.8	3.7	3.7	0.0	0.0	0.0	0.0	28	63.6	18	22	
<b>TOTAL CHAMBERY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>22.9</b>	<b>40.0</b>	<b>5.7</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>63.3</b>	<b>18</b>	<b>30</b>	
LA ROCHELLE	FLYBE LTD	S	6	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	6	
<b>TOTAL LA ROCHELLE</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>83.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>12</b>	<b>6</b>	
LIMOGES	FLYBE LTD	S	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	8	
<b>TOTAL LIMOGES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
LYON	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	6	44	
<b>TOTAL LYON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>86.4</b>	<b>6</b>	<b>44</b>	
NANTES	FLYBE LTD	S	28	0	4	0.0	21.9	50.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0	12.5	7	85.3	17	34	
<b>TOTAL NANTES</b>			<b>28</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>21.9</b>	<b>50.0</b>	<b>15.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>7</b>	<b>85.3</b>	<b>17</b>	<b>34</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	97	0	9	6.6	29.2	46.2	4.7	3.8	0.9	0.0	0.0	0.0	0.0	8.5	5	96.7	3	60	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>97</b>	<b>0</b>	<b>9</b>	<b>6.6</b>	<b>29.2</b>	<b>46.2</b>	<b>4.7</b>	<b>3.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>5</b>	<b>96.7</b>	<b>3</b>	<b>60</b>	
PARIS (ORLY)	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.0	13	79	
<b>TOTAL PARIS (ORLY)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>81.0</b>	<b>13</b>	<b>79</b>	
RENNES	FLYBE LTD	S	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	7	6	
<b>TOTAL RENNES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>83.3</b>	<b>7</b>	<b>6</b>	
<b>TOTAL FRANCE</b>			<b>214</b>	<b>0</b>	<b>18</b>	<b>3.9</b>	<b>30.6</b>	<b>43.1</b>	<b>6.0</b>	<b>3.9</b>	<b>1.7</b>	<b>1.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>7.8</b>	<b>13</b>	<b>84.4</b>	<b>11</b>	<b>307</b>	
<b>GERMANY</b>																					
DUSSELDORF	FLYBE LTD	S	46	0	6	7.7	42.3	28.8	3.8	3.8	1.9	0.0	0.0	0.0	0.0	11.5	6	94.4	2	54	
<b>TOTAL DUSSELDORF</b>			<b>46</b>	<b>0</b>	<b>6</b>	<b>7.7</b>	<b>42.3</b>	<b>28.8</b>	<b>3.8</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>6</b>	<b>94.4</b>	<b>2</b>	<b>54</b>	
MUNICH	BMI REGIONAL	S	42	0	6	0.0	10.4	37.5	18.8	16.7	4.2	0.0	0.0	0.0	0.0	12.5	20	55.8	19	86	
MUNICH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.1	11	47	
<b>TOTAL MUNICH</b>			<b>42</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>10.4</b>	<b>37.5</b>	<b>18.8</b>	<b>16.7</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>20</b>	<b>66.2</b>	<b>16</b>	<b>133</b>	
<b>TOTAL GERMANY</b>			<b>88</b>	<b>0</b>	<b>12</b>	<b>4.0</b>	<b>27.0</b>	<b>33.0</b>	<b>11.0</b>	<b>10.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>13</b>	<b>74.3</b>	<b>12</b>	<b>187</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	32	0	6	0.0	34.2	15.8	15.8	7.9	5.3	0.0	5.3	0.0	0.0	15.8	29	76.3	12	38	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CORK</b>			<b>32</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>34.2</b>	<b>15.8</b>	<b>15.8</b>	<b>7.9</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15.8</b>	<b>29</b>	<b>76.3</b>	<b>12</b>	<b>38</b>
DUBLIN	FLYBE LTD	S	201	0	20	0.9	28.5	42.1	7.7	6.3	3.6	0.5	1.4	0.0	0.0	9.0	14	82.5	9	211
<b>TOTAL DUBLIN</b>			<b>201</b>	<b>0</b>	<b>20</b>	<b>0.9</b>	<b>28.5</b>	<b>42.1</b>	<b>7.7</b>	<b>6.3</b>	<b>3.6</b>	<b>0.5</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>	<b>14</b>	<b>82.5</b>	<b>9</b>	<b>211</b>
<b>TOTAL IRISH REPUBLIC NETHERLANDS</b>			<b>233</b>	<b>0</b>	<b>26</b>	<b>0.8</b>	<b>29.3</b>	<b>38.2</b>	<b>8.9</b>	<b>6.6</b>	<b>3.9</b>	<b>0.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>16</b>	<b>81.5</b>	<b>9</b>	<b>249</b>
AMSTERDAM	FLYBE LTD	S	206	0	18	2.2	40.6	32.6	7.1	3.1	5.4	0.0	0.9	0.0	0.0	8.0	12	79.4	14	247
AMSTERDAM	KLM CITYHOPPER	S	103	0	4	0.0	38.3	37.4	15.0	1.9	3.7	0.0	0.0	0.0	0.0	3.7	10	87.7	8	106
AMSTERDAM	MALETH AERO	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL AMSTERDAM</b>			<b>311</b>	<b>0</b>	<b>22</b>	<b>1.5</b>	<b>39.6</b>	<b>34.5</b>	<b>9.6</b>	<b>2.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>11</b>	<b>81.9</b>	<b>12</b>	<b>353</b>
<b>TOTAL NETHERLANDS PORTUGAL(EXCLUDING FARO)</b>			<b>311</b>	<b>0</b>	<b>22</b>	<b>1.5</b>	<b>39.6</b>	<b>34.5</b>	<b>9.6</b>	<b>2.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>11</b>	<b>81.9</b>	<b>12</b>	<b>353</b>
FARO	FLYBE LTD	S	6	0	0	0.0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	36	18
<b>TOTAL FARO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>55.6</b>	<b>36</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>83.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>55.6</b>	<b>36</b>	<b>18</b>
<b>SPAIN</b>																				
ALICANTE	FLYBE LTD	S	20	0	1	4.8	9.5	52.4	9.5	9.5	0.0	0.0	9.5	0.0	0.0	4.8	35	83.3	13	18
<b>TOTAL ALICANTE</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>4.8</b>	<b>9.5</b>	<b>52.4</b>	<b>9.5</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>35</b>	<b>83.3</b>	<b>13</b>	<b>18</b>
MALAGA	FLYBE LTD	S	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	69.2	23	26
<b>TOTAL MALAGA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.2</b>	<b>23</b>	<b>26</b>
PALMA DE MALLORCA	FLYBE LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2
<b>TOTAL PALMA DE MALLORCA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
<b>TOTAL SPAIN</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>9.1</b>	<b>60.6</b>	<b>12.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>24</b>	<b>76.1</b>	<b>18</b>	<b>46</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	SKY WORK AG	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>TOTAL BALE MULHOUSE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>1</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	2	0	2	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	6	0.0	0	0
GENEVA	EASYJET SWITZERLAND	S	22	0	2	16.7	37.5	20.8	4.2	4.2	8.3	0.0	0.0	0.0	0.0	8.3	10	0.0	0	0
GENEVA	FLYBE LTD	S	29	0	0	0.0	10.3	41.4	13.8	6.9	10.3	10.3	6.9	0.0	0.0	0.0	44	43.5	29	23
<b>TOTAL GENEVA</b>			<b>53</b>	<b>0</b>	<b>4</b>	<b>7.0</b>	<b>21.1</b>	<b>33.3</b>	<b>8.8</b>	<b>5.3</b>	<b>8.8</b>	<b>5.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>29</b>	<b>43.5</b>	<b>29</b>	<b>23</b>
<b>TOTAL SWITZERLAND</b>			<b>53</b>	<b>0</b>	<b>4</b>	<b>7.0</b>	<b>21.1</b>	<b>33.3</b>	<b>8.8</b>	<b>5.3</b>	<b>8.8</b>	<b>5.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>29</b>	<b>45.8</b>	<b>28</b>	<b>24</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASTERN AIRWAYS	S	10	0	8	0.0	11.1	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	44.4	20	94.3	4	123
ABERDEEN	FLYBE LTD	S	73	0	12	11.8	28.2	22.4	8.2	7.1	7.1	0.0	1.2	0.0	0.0	14.1	20	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>83</b>	<b>0</b>	<b>20</b>	<b>9.7</b>	<b>25.2</b>	<b>20.4</b>	<b>10.7</b>	<b>7.8</b>	<b>5.8</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19.4</b>	<b>20</b>	<b>94.3</b>	<b>4</b>	<b>123</b>
ALDERNEY	AURIGNY AIR SERVICES	S	120	0	50	4.7	33.5	12.9	4.7	8.8	1.8	2.4	1.8	0.0	0.0	29.4	22	73.5	27	132
<b>TOTAL ALDERNEY</b>			<b>120</b>	<b>0</b>	<b>50</b>	<b>4.7</b>	<b>33.5</b>	<b>12.9</b>	<b>4.7</b>	<b>8.8</b>	<b>1.8</b>	<b>2.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>29.4</b>	<b>22</b>	<b>73.5</b>	<b>27</b>	<b>132</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	164	0	7	2.3	51.5	29.2	5.8	3.5	3.5	0.0	0.0	0.0	0.0	4.1	8	82.4	8	153
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>164</b>	<b>0</b>	<b>7</b>	<b>2.3</b>	<b>51.5</b>	<b>29.2</b>	<b>5.8</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>8</b>	<b>82.4</b>	<b>8</b>	<b>153</b>
BELFAST INTERNATIONAL	FLYBE LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BIRMINGHAM	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>23</b>	<b>1</b>
DONCASTER SHEFFIELD	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	147	0.0	0	0
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>147</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	FLYBE LTD	S	240	0	22	1.9	45.8	30.2	9.5	3.4	0.8	0.0	0.0	0.0	0.0	8.4	6	77.2	13	290
<b>TOTAL EDINBURGH</b>			<b>240</b>	<b>0</b>	<b>22</b>	<b>1.9</b>	<b>45.8</b>	<b>30.2</b>	<b>9.5</b>	<b>3.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.4</b>	<b>6</b>	<b>77.2</b>	<b>13</b>	<b>290</b>
GLASGOW	FLYBE LTD	S	212	0	19	3.5	42.9	30.3	6.1	3.0	3.9	0.4	1.7	0.0	0.0	8.2	13	86.2	6	269
<b>TOTAL GLASGOW</b>			<b>212</b>	<b>0</b>	<b>19</b>	<b>3.5</b>	<b>42.9</b>	<b>30.3</b>	<b>6.1</b>	<b>3.0</b>	<b>3.9</b>	<b>0.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>13</b>	<b>86.2</b>	<b>6</b>	<b>269</b>
GUERNSEY	AURIGNY AIR SERVICES	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	31	1
GUERNSEY	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.0	16	194
GUERNSEY	FLYBE LTD	S	182	0	9	4.2	50.3	24.1	4.7	4.2	4.2	1.6	1.0	1.0	0.0	4.7	21	0.0	0	0
<b>TOTAL GUERNSEY</b>			<b>184</b>	<b>0</b>	<b>9</b>	<b>4.1</b>	<b>49.7</b>	<b>24.9</b>	<b>4.7</b>	<b>4.1</b>	<b>4.1</b>	<b>1.6</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>4.7</b>	<b>21</b>	<b>82.6</b>	<b>16</b>	<b>195</b>
JERSEY	BLUE ISLANDS LIMITED	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.0	20	174
JERSEY	FLYBE LTD	S	274	0	19	3.4	42.7	28.0	5.8	5.8	2.7	2.7	2.4	0.0	0.0	6.5	20	80.4	12	112
<b>TOTAL JERSEY</b>			<b>274</b>	<b>0</b>	<b>19</b>	<b>3.4</b>	<b>42.7</b>	<b>28.0</b>	<b>5.8</b>	<b>5.8</b>	<b>2.7</b>	<b>2.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>20</b>	<b>78.3</b>	<b>17</b>	<b>286</b>
LEEDS BRADFORD	EASTERN AIRWAYS	S	5	0	9	0.0	14.3	0.0	7.1	7.1	7.1	0.0	0.0	0.0	0.0	64.3	24	97.6	2	41
LEEDS BRADFORD	FLYBE LTD	S	51	0	19	5.7	24.3	25.7	1.4	10.0	2.9	1.4	1.4	0.0	0.0	27.1	19	0.0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>56</b>	<b>0</b>	<b>28</b>	<b>4.8</b>	<b>22.6</b>	<b>21.4</b>	<b>2.4</b>	<b>9.5</b>	<b>3.6</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>19</b>	<b>97.6</b>	<b>2</b>	<b>41</b>
LONDON CITY	SKY WORK AG	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>54</b>	<b>1</b>
MANCHESTER	AERO4M	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
MANCHESTER	AURIGNY AIR SERVICES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
MANCHESTER	EASTERN AIRWAYS	C	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
MANCHESTER	FLYBE LTD	S	341	0	32	3.2	50.1	22.0	4.6	5.9	3.8	1.9	0.0	0.0	0.0	8.6	12	86.5	9	303
<b>TOTAL MANCHESTER</b>			<b>345</b>	<b>0</b>	<b>32</b>	<b>3.4</b>	<b>50.1</b>	<b>21.8</b>	<b>4.5</b>	<b>6.1</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>11</b>	<b>86.5</b>	<b>9</b>	<b>304</b>
NEWCASTLE	FLYBE LTD	S	140	0	16	1.3	48.1	30.8	1.3	2.6	3.2	1.9	0.6	0.0	0.0	10.3	11	89.5	10	171
NEWCASTLE	JOTA AVIATION LTD	C	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>142</b>	<b>0</b>	<b>16</b>	<b>1.9</b>	<b>47.5</b>	<b>31.0</b>	<b>1.3</b>	<b>2.5</b>	<b>3.2</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>10.1</b>	<b>11</b>	<b>89.5</b>	<b>10</b>	<b>171</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1821</b>	<b>0</b>	<b>223</b>	<b>3.6</b>	<b>43.7</b>	<b>25.5</b>	<b>5.6</b>	<b>5.1</b>	<b>3.1</b>	<b>1.4</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>10.9</b>	<b>14</b>	<b>83.2</b>	<b>12</b>	<b>1966</b>



**TOTAL SOUTHAMPTON**

**2758**

**0**

**306**

**3.2**

**39.7**

**29.8**

**6.7**

**5.1**

**3.3**

**1.2**

**1.1**

**0.1**

**0.0**

**10.0**

**14**

**82.0**

**12**

**3155**

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
VIENNA	STOBART AIR	S	17	0	1	5.6	55.6	16.7	0.0	0.0	5.6	5.6	0.0	5.6	0.0	5.6	40	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL AUSTRIA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BELGIUM</b>																					
ANTWERP	STOBART AIR	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>62.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	STOBART AIR	S	47	0	1	2.1	39.6	33.3	6.3	2.1	2.1	0.0	12.5	0.0	0.0	2.1	36	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>39.6</b>	<b>33.3</b>	<b>6.3</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>47</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>39.6</b>	<b>33.3</b>	<b>6.3</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
CAEN	STOBART AIR	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	30	
<b>TOTAL CAEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>30</b>	
LYON	EASYJET AIRLINE COMPANY LTD	S	10	0	0	0.0	30.0	50.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	8	
LYON	STOBART AIR	S	20	0	0	15.0	20.0	30.0	5.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	55	0.0	0	0	
<b>TOTAL LYON</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>23.3</b>	<b>36.7</b>	<b>3.3</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	0.0	42.9	25.0	17.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	100.0	1	36	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>25.0</b>	<b>17.9</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>1</b>	<b>36</b>	
PARIS (ORLY)	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL PARIS (ORLY)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RENNES	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	102	0.0	0	0	
RENNES	STOBART AIR	S	72	0	3	13.3	46.7	21.3	0.0	4.0	1.3	1.3	4.0	4.0	0.0	4.0	34	95.7	2	91	
<b>TOTAL RENNES</b>			<b>73</b>	<b>0</b>	<b>3</b>	<b>13.2</b>	<b>46.1</b>	<b>21.1</b>	<b>0.0</b>	<b>3.9</b>	<b>2.6</b>	<b>1.3</b>	<b>3.9</b>	<b>3.9</b>	<b>0.0</b>	<b>3.9</b>	<b>35</b>	<b>95.7</b>	<b>2</b>	<b>91</b>	
<b>TOTAL FRANCE</b>			<b>134</b>	<b>0</b>	<b>3</b>	<b>9.5</b>	<b>40.1</b>	<b>26.3</b>	<b>4.4</b>	<b>6.6</b>	<b>2.9</b>	<b>0.7</b>	<b>5.1</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>31</b>	<b>97.6</b>	<b>1</b>	<b>165</b>	
<b>GERMANY</b>																					
COLOGNE BONN	STOBART AIR	S	34	0	0	2.9	50.0	14.7	2.9	11.8	11.8	5.9	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL COLOGNE BONN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>50.0</b>	<b>14.7</b>	<b>2.9</b>	<b>11.8</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DUSSELDORF	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>48.6</b>	<b>17.1</b>	<b>2.9</b>	<b>11.4</b>	<b>11.4</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>HUNGARY</b>																					
BUDAPEST	STOBART AIR	S	28	0	0	0.0	50.0	39.3	3.6	0.0	3.6	0.0	3.6	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>39.3</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
<b>TOTAL HUNGARY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>39.3</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	1440	0.0	0	0	0	
DUBLIN	STOBART AIR	S	123	0	10	3.0	27.1	22.6	10.5	14.3	8.3	1.5	3.0	2.3	0.0	7.5	63	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>124</b>	<b>0</b>	<b>10</b>	<b>3.0</b>	<b>26.9</b>	<b>22.4</b>	<b>10.4</b>	<b>14.2</b>	<b>8.2</b>	<b>1.5</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>7.5</b>	<b>74</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>124</b>	<b>0</b>	<b>10</b>	<b>3.0</b>	<b>26.9</b>	<b>22.4</b>	<b>10.4</b>	<b>14.2</b>	<b>8.2</b>	<b>1.5</b>	<b>3.0</b>	<b>3.0</b>	<b>0.0</b>	<b>7.5</b>	<b>74</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</b>																					
BOLOGNA	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL BOLOGNA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PISA	CITY JET	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	77	0.0	0	0	
<b>TOTAL PISA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>77</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LUXEMBOURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LUXEMBOURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MALTA</b>																					
MALTA	EASYJET AIRLINE COMPANY LTD	S	16	0	2	27.8	38.9	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11.1	5	0.0	0	0	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	1	
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	117	0	8	9.6	50.4	26.4	0.8	4.0	0.0	1.6	0.8	0.0	0.0	6.4	8	81.8	12	134	
AMSTERDAM	KLM CITYHOPPER	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>118</b>	<b>0</b>	<b>8</b>	<b>9.5</b>	<b>50.0</b>	<b>27.0</b>	<b>0.8</b>	<b>4.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>8</b>	<b>81.9</b>	<b>12</b>	<b>135</b>	
GRONINGEN	STOBART AIR	S	76	0	0	11.8	51.3	27.6	2.6	0.0	2.6	1.3	2.6	0.0	0.0	0.0	12	95.8	1	69	
<b>TOTAL GRONINGEN</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>51.3</b>	<b>27.6</b>	<b>2.6</b>	<b>0.0</b>	<b>2.6</b>	<b>1.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>95.8</b>	<b>1</b>	<b>69</b>	
<b>TOTAL NETHERLANDS</b>			<b>194</b>	<b>0</b>	<b>8</b>	<b>10.4</b>	<b>50.5</b>	<b>27.2</b>	<b>1.5</b>	<b>2.5</b>	<b>1.0</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>9</b>	<b>86.6</b>	<b>8</b>	<b>204</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	34	0	2	19.4	38.9	25.0	2.8	5.6	2.8	0.0	0.0	0.0	0.0	5.6	8	83.3	26	35	
<b>TOTAL FARO</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>19.4</b>	<b>38.9</b>	<b>25.0</b>	<b>2.8</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>8</b>	<b>83.3</b>	<b>26</b>	<b>35</b>	
<b>TOTAL PORTUGAL</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>19.4</b>	<b>38.9</b>	<b>25.0</b>	<b>2.8</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>8</b>	<b>83.3</b>	<b>26</b>	<b>35</b>	
<b>SLOVENIA</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LJUBLJANA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SLOVENIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	60	0	2	17.7	37.1	24.2	6.5	6.5	3.2	0.0	1.6	0.0	0.0	3.2	13	78.7	16	60	
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>17.7</b>	<b>37.1</b>	<b>24.2</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>13</b>	<b>78.7</b>	<b>16</b>	<b>60</b>	
BARCELONA	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	20	0	2	18.2	45.5	18.2	4.5	0.0	4.5	0.0	0.0	0.0	0.0	9.1	5	77.8	7	17	
<b>TOTAL BARCELONA</b>			<b>20</b>	<b>0</b>	<b>2</b>	<b>18.2</b>	<b>45.5</b>	<b>18.2</b>	<b>4.5</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>5</b>	<b>73.7</b>	<b>8</b>	<b>18</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	48	0	0	27.1	35.4	27.1	4.2	2.1	2.1	0.0	2.1	0.0	0.0	0.0	8	81.3	10	48	
<b>TOTAL MALAGA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>27.1</b>	<b>35.4</b>	<b>27.1</b>	<b>4.2</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>81.3</b>	<b>10</b>	<b>48</b>	
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	16.7	33.3	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	6	
<b>TOTAL PALMA DE MALLORCA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>6</b>	<b>6</b>	
<b>TOTAL SPAIN</b>			<b>138</b>	<b>0</b>	<b>4</b>	<b>21.1</b>	<b>36.6</b>	<b>25.4</b>	<b>5.6</b>	<b>4.2</b>	<b>2.8</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>10</b>	<b>79.1</b>	<b>13</b>	<b>132</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	12	0	2	14.3	42.9	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	14.3	7	70.0	16	19	
<b>TOTAL ARRECIFE</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>14.3</b>	<b>42.9</b>	<b>7.1</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>7</b>	<b>70.0</b>	<b>16</b>	<b>19</b>	
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	14	
<b>TOTAL LAS PALMAS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>12</b>	<b>14</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	14	0	0	28.6	21.4	28.6	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	56.3	26	16	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>28.6</b>	<b>21.4</b>	<b>28.6</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>56.3</b>	<b>26</b>	<b>16</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>21.4</b>	<b>32.1</b>	<b>17.9</b>	<b>10.7</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>10</b>	<b>64.7</b>	<b>18</b>	<b>49</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET AIRLINE COMPANY LTD	S	56	0	4	16.7	46.7	13.3	5.0	8.3	3.3	0.0	0.0	0.0	0.0	6.7	8	75.0	24	64	
GENEVA	EASYJET SWITZERLAND	S	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	88	0.0	0	0	
<b>TOTAL GENEVA</b>			<b>60</b>	<b>0</b>	<b>4</b>	<b>15.6</b>	<b>45.3</b>	<b>14.1</b>	<b>4.7</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>14</b>	<b>75.0</b>	<b>24</b>	<b>64</b>	
<b>TOTAL SWITZERLAND</b>			<b>60</b>	<b>0</b>	<b>4</b>	<b>15.6</b>	<b>45.3</b>	<b>14.1</b>	<b>4.7</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>14</b>	<b>75.0</b>	<b>24</b>	<b>64</b>	
<b>UNITED KINGDOM</b>																					

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ABERDEEN	FLYBE LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL ABERDEEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	FLYBE LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GLASGOW	STOBART AIR	S	73	0	7	3.8	23.8	28.8	11.3	10.0	7.5	1.3	2.5	2.5	0.0	8.8	66	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>73</b>	<b>0</b>	<b>7</b>	<b>3.8</b>	<b>23.8</b>	<b>28.8</b>	<b>11.3</b>	<b>10.0</b>	<b>7.5</b>	<b>1.3</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>8.8</b>	<b>66</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL JERSEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	STOBART AIR	S	141	0	7	4.7	40.5	37.8	4.7	2.7	2.0	2.7	0.0	0.0	0.0	4.7	10	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>141</b>	<b>0</b>	<b>7</b>	<b>4.7</b>	<b>40.5</b>	<b>37.8</b>	<b>4.7</b>	<b>2.7</b>	<b>2.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>219</b>	<b>0</b>	<b>14</b>	<b>4.3</b>	<b>35.2</b>	<b>34.8</b>	<b>6.9</b>	<b>5.2</b>	<b>3.9</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>6.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SOUTHEND</b>			<b>1085</b>	<b>0</b>	<b>51</b>	<b>9.6</b>	<b>39.5</b>	<b>26.9</b>	<b>5.4</b>	<b>6.0</b>	<b>3.7</b>	<b>1.2</b>	<b>2.3</b>	<b>0.9</b>	<b>0.0</b>	<b>4.5</b>	<b>26</b>	<b>84.5</b>	<b>11</b>	<b>649</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>AUSTRIA</b>																					
INNSBRUCK	AUSTRIAN AIRLINES	C	8	0	0	0.0	0.0	37.5	12.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	38	100.0	1	7	
INNSBRUCK	TUI AIRWAYS LTD	C	8	0	0	12.5	25.0	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	100.0	3	8	
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>25.0</b>	<b>18.8</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>100.0</b>	<b>2</b>	<b>15</b>	
LINZ	RYANAIR	S	16	0	2	5.6	22.2	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	11.1	8	87.5	6	16	
<b>TOTAL LINZ</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>8</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
SALZBURG	EUROWINGS LUFTVERKEHRS	S	32	0	2	14.7	61.8	11.8	0.0	2.9	2.9	0.0	0.0	0.0	0.0	5.9	5	0.0	0	0	
SALZBURG	JET2.COM LTD	S	16	0	0	6.3	43.8	25.0	6.3	6.3	6.3	6.3	0.0	0.0	0.0	19	0.0	0	0		
SALZBURG	RYANAIR	S	52	0	0	0.0	15.4	50.0	11.5	17.3	5.8	0.0	0.0	0.0	0.0	19	77.4	8	52		
SALZBURG	TUI AIRWAYS LTD	C	5	0	0	0.0	40.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	39	100.0	1	3		
<b>TOTAL SALZBURG</b>			<b>105</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>35.5</b>	<b>33.6</b>	<b>6.5</b>	<b>10.3</b>	<b>4.7</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>16</b>	<b>78.6</b>	<b>8</b>	<b>55</b>	
VIENNA	EUROWINGS LUFTVERKEHRS	S	46	0	6	1.9	17.3	23.1	32.7	13.5	0.0	0.0	0.0	0.0	0.0	11.5	16	87.1	6	62	
VIENNA	TRANSAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL VIENNA</b>			<b>46</b>	<b>0</b>	<b>6</b>	<b>1.9</b>	<b>17.3</b>	<b>23.1</b>	<b>32.7</b>	<b>13.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>16</b>	<b>87.3</b>	<b>6</b>	<b>63</b>	
<b>TOTAL AUSTRIA</b>			<b>183</b>	<b>0</b>	<b>10</b>	<b>4.7</b>	<b>27.5</b>	<b>30.6</b>	<b>15.5</b>	<b>10.9</b>	<b>4.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>16</b>	<b>85.3</b>	<b>6</b>	<b>149</b>	
<b>BULGARIA</b>																					
PLOVDIV	RYANAIR	S	26	0	0	11.5	23.1	57.7	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	8	100.0	2	20	
<b>TOTAL PLOVDIV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>23.1</b>	<b>57.7</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>20</b>	
SOFIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	27.8	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	20	88.9	14	18		
SOFIA	RYANAIR	S	119	0	0	6.7	18.5	50.4	10.1	9.2	2.5	2.5	0.0	0.0	0.0	15	80.6	9	124		
<b>TOTAL SOFIA</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>19.7</b>	<b>48.2</b>	<b>8.8</b>	<b>10.9</b>	<b>3.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.7</b>	<b>10</b>	<b>142</b>		
<b>TOTAL BULGARIA</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>20.2</b>	<b>49.7</b>	<b>8.0</b>	<b>9.2</b>	<b>3.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.0</b>	<b>9</b>	<b>162</b>		
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PULA	RYANAIR	S	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	24	4		
<b>TOTAL PULA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>24</b>	<b>4</b>		
ZADAR	RYANAIR	S	6	0	0	0.0	33.3	16.7	0.0	50.0	0.0	0.0	0.0	0.0	0.0	24	100.0	4	4		
<b>TOTAL ZADAR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>4</b>	<b>4</b>		
<b>TOTAL CROATIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>14</b>	<b>8</b>		
<b>CYPRUS</b>																					
LARNACA	COBALT	S	39	0	2	9.8	36.6	36.6	9.8	0.0	0.0	2.4	0.0	0.0	4.9	7	0.0	0	0		
LARNACA	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0		
LARNACA	Unknown	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.9	4	62		
<b>TOTAL LARNACA</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>9.5</b>	<b>35.7</b>	<b>35.7</b>	<b>9.5</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>8</b>	<b>91.9</b>	<b>4</b>	<b>62</b>		
PAPHOS	JET2.COM LTD	S	18	0	0	0.0	16.7	55.6	16.7	5.6	5.6	0.0	0.0	0.0	0.0	13	0.0	0	0		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE														MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
PAPHOS	RYANAIR	S	62	0	0	21.0	17.7	38.7	9.7	8.1	3.2	0.0	1.6	0.0	0.0	0.0	14	82.3	9	62	
PAPHOS	TUI AIRWAYS LTD	C	13	0	0	15.4	30.8	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	11		
<b>TOTAL PAPHOS</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>19.4</b>	<b>41.9</b>	<b>11.8</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.9</b>	<b>8</b>	<b>73</b>		
<b>TOTAL CYPRUS</b>			<b>133</b>	<b>0</b>	<b>2</b>	<b>14.1</b>	<b>24.4</b>	<b>40.0</b>	<b>11.1</b>	<b>5.2</b>	<b>2.2</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>11</b>	<b>88.1</b>	<b>6</b>	<b>135</b>	
<b>CZECH REPUBLIC</b>																					
BRNO (TURANY)	RYANAIR	S	49	0	1	2.0	18.0	34.0	20.0	16.0	4.0	2.0	2.0	0.0	0.0	2.0	24	95.8	4	48	
<b>TOTAL BRNO (TURANY)</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>18.0</b>	<b>34.0</b>	<b>20.0</b>	<b>16.0</b>	<b>4.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>24</b>	<b>95.8</b>	<b>4</b>	<b>48</b>	
OSTRAVA	RYANAIR	S	34	0	0	8.8	26.5	38.2	11.8	2.9	5.9	5.9	0.0	0.0	0.0	0.0	21	100.0	1	32	
<b>TOTAL OSTRAVA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>38.2</b>	<b>11.8</b>	<b>2.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>1</b>	<b>32</b>		
PARDUBICE	RYANAIR	S	28	0	0	0.0	21.4	35.7	21.4	3.6	14.3	0.0	3.6	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL PARDUBICE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>35.7</b>	<b>21.4</b>	<b>3.6</b>	<b>14.3</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	82	0	0	3.7	26.8	31.7	18.3	11.0	2.4	6.1	0.0	0.0	0.0	0.0	21	90.7	5	86	
PRAGUE	RYANAIR	S	146	0	4	9.3	20.0	30.7	18.0	12.0	6.7	0.7	0.0	0.0	0.0	2.7	18	89.2	10	74	
<b>TOTAL PRAGUE</b>			<b>228</b>	<b>0</b>	<b>4</b>	<b>7.3</b>	<b>22.4</b>	<b>31.0</b>	<b>18.1</b>	<b>11.6</b>	<b>5.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>90.0</b>	<b>8</b>	<b>160</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>339</b>	<b>0</b>	<b>5</b>	<b>6.1</b>	<b>22.1</b>	<b>32.6</b>	<b>18.0</b>	<b>10.8</b>	<b>5.8</b>	<b>2.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>21</b>	<b>92.5</b>	<b>6</b>	<b>240</b>	
<b>DENMARK</b>																					
AALBORG	RYANAIR	S	36	0	0	0.0	19.4	44.4	19.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL AALBORG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>44.4</b>	<b>19.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
AARHUS (TIRSTRUP)	RYANAIR	S	48	0	0	4.2	33.3	33.3	14.6	8.3	2.1	4.2	0.0	0.0	0.0	0.0	17	87.5	6	40	
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.3</b>	<b>33.3</b>	<b>14.6</b>	<b>8.3</b>	<b>2.1</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.5</b>	<b>6</b>	<b>40</b>	
BILLUND	RYANAIR	S	121	0	2	4.9	19.5	27.6	19.5	14.6	11.4	0.8	0.0	0.0	0.0	1.6	23	80.6	9	108	
<b>TOTAL BILLUND</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>19.5</b>	<b>27.6</b>	<b>19.5</b>	<b>14.6</b>	<b>11.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>23</b>	<b>80.6</b>	<b>9</b>	<b>108</b>	
COPENHAGEN	RYANAIR	S	164	0	5	11.8	19.5	27.8	17.2	12.4	7.1	1.2	0.0	0.0	0.0	3.0	19	80.6	24	36	
<b>TOTAL COPENHAGEN</b>			<b>164</b>	<b>0</b>	<b>5</b>	<b>11.8</b>	<b>19.5</b>	<b>27.8</b>	<b>17.2</b>	<b>12.4</b>	<b>7.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>19</b>	<b>80.6</b>	<b>24</b>	<b>36</b>	
<b>TOTAL DENMARK</b>			<b>369</b>	<b>0</b>	<b>7</b>	<b>7.4</b>	<b>21.3</b>	<b>30.1</b>	<b>17.8</b>	<b>12.5</b>	<b>7.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>20</b>	<b>82.1</b>	<b>11</b>	<b>184</b>	
<b>ESTONIA</b>																					
TALLIN	RYANAIR	S	34	0	0	0.0	17.6	61.8	11.8	2.9	5.9	0.0	0.0	0.0	0.0	0.0	13	86.1	5	36	
<b>TOTAL TALLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>61.8</b>	<b>11.8</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.1</b>	<b>5</b>	<b>36</b>	
<b>TOTAL ESTONIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>61.8</b>	<b>11.8</b>	<b>2.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.1</b>	<b>5</b>	<b>36</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	32	0	4	2.8	16.7	33.3	16.7	5.6	5.6	8.3	0.0	0.0	0.0	11.1	27	85.3	5	30	
<b>TOTAL BERGERAC</b>			<b>32</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>27</b>	<b>85.3</b>	<b>5</b>	<b>30</b>	
BEZIERS	RYANAIR	S	6	0	0	0.0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL BEZIERS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BIARRITZ	RYANAIR	S	37	0	1	0.0	13.2	44.7	28.9	5.3	2.6	2.6	0.0	0.0	0.0	2.6	17	82.4	8	32	
<b>TOTAL BIARRITZ</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>13.2</b>	<b>44.7</b>	<b>28.9</b>	<b>5.3</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>17</b>	<b>82.4</b>	<b>8</b>	<b>32</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BORDEAUX	RYANAIR	S	46	0	0	4.3	19.6	43.5	6.5	13.0	8.7	2.2	2.2	0.0	0.0	0.0	25	83.3	5	38
<b>TOTAL BORDEAUX</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>19.6</b>	<b>43.5</b>	<b>6.5</b>	<b>13.0</b>	<b>8.7</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>83.3</b>	<b>5</b>	<b>38</b>
BRIVE-LA-GAILLARDE	RYANAIR	S	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	2
<b>TOTAL BRIVE-LA-GAILLARDE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
CARCASSONNE	RYANAIR	S	33	0	1	0.0	17.6	44.1	11.8	11.8	8.8	0.0	2.9	0.0	0.0	2.9	25	76.5	9	32
<b>TOTAL CARCASSONNE</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>17.6</b>	<b>44.1</b>	<b>11.8</b>	<b>11.8</b>	<b>8.8</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>25</b>	<b>76.5</b>	<b>9</b>	<b>32</b>
CHAMBERY	BA CITYFLYER LTD	S	18	0	0	0.0	5.6	11.1	16.7	33.3	22.2	11.1	0.0	0.0	0.0	0.0	52	37.5	34	16
CHAMBERY	TITAN AIRWAYS LTD	C	21	0	0	4.8	9.5	14.3	28.6	19.0	19.0	4.8	0.0	0.0	0.0	0.0	42	56.3	18	16
<b>TOTAL CHAMBERY</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>7.7</b>	<b>12.8</b>	<b>23.1</b>	<b>25.6</b>	<b>20.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>46.9</b>	<b>26</b>	<b>32</b>
CLERMONT FERRAND	RYANAIR	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL CLERMONT FERRAND</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
DEAUVILLE	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL DEAUVILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>
DINARD	RYANAIR	S	30	0	0	0.0	26.7	56.7	10.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	12	75.8	15	31
<b>TOTAL DINARD</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>56.7</b>	<b>10.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.8</b>	<b>15</b>	<b>31</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	20	0	0	5.0	15.0	50.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	13	87.5	7	16
GRENOBLE	JET2.COM LTD	S	12	0	0	0.0	0.0	58.3	16.7	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
GRENOBLE	RYANAIR	S	27	0	1	10.7	7.1	32.1	17.9	21.4	7.1	0.0	0.0	0.0	0.0	3.6	21	72.7	11	22
<b>TOTAL GRENOBLE</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>8.3</b>	<b>43.3</b>	<b>18.3</b>	<b>16.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>18</b>	<b>78.9</b>	<b>9</b>	<b>38</b>
LA ROCHELLE	RYANAIR	S	23	0	1	0.0	8.3	66.7	8.3	12.5	0.0	0.0	0.0	0.0	0.0	4.2	12	75.0	8	20
<b>TOTAL LA ROCHELLE</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>8.3</b>	<b>66.7</b>	<b>8.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>12</b>	<b>75.0</b>	<b>8</b>	<b>20</b>
LIMOGES	RYANAIR	S	40	0	0	2.5	15.0	35.0	37.5	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	86.5	7	37
<b>TOTAL LIMOGES</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>15.0</b>	<b>35.0</b>	<b>37.5</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.5</b>	<b>7</b>	<b>37</b>
LYON	JET2.COM LTD	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
LYON	JET2.COM LTD	S	10	0	0	20.0	10.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL LYON</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MARSEILLE	RYANAIR	S	72	0	0	2.8	20.8	54.2	15.3	5.6	0.0	1.4	0.0	0.0	0.0	0.0	12	70.0	15	60
<b>TOTAL MARSEILLE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>20.8</b>	<b>54.2</b>	<b>15.3</b>	<b>5.6</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>70.0</b>	<b>15</b>	<b>60</b>
NANTES	RYANAIR	S	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	15	0.0	0	0
<b>TOTAL NANTES</b>			<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	64	0	2	9.1	28.8	33.3	7.6	6.1	9.1	3.0	0.0	0.0	0.0	3.0	18	72.2	12	54
NICE	JET2.COM LTD	S	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
NICE	RYANAIR	S	58	0	4	0.0	3.2	45.2	19.4	14.5	11.3	0.0	0.0	0.0	0.0	6.5	25	0.0	0	0
<b>TOTAL NICE</b>			<b>126</b>	<b>0</b>	<b>6</b>	<b>4.5</b>	<b>15.9</b>	<b>39.4</b>	<b>14.4</b>	<b>9.8</b>	<b>9.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>21</b>	<b>72.2</b>	<b>12</b>	<b>54</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
							to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late								
NIMES	RYANAIR	S	8	0	0	0.0	0.0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	34	50.0	13	8	
<b>TOTAL NIMES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>62.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>50.0</b>	<b>13</b>	<b>8</b>	
PERPIGNAN	RYANAIR	S	10	0	0	10.0	10.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	83.3	8	6	
<b>TOTAL PERPIGNAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>83.3</b>	<b>8</b>	<b>6</b>	
POITIERS	RYANAIR	S	20	0	3	0.0	21.7	26.1	17.4	21.7	0.0	0.0	0.0	0.0	0.0	13.0	15	72.7	9	20	
<b>TOTAL POITIERS</b>			<b>20</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>21.7</b>	<b>26.1</b>	<b>17.4</b>	<b>21.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>15</b>	<b>72.7</b>	<b>9</b>	<b>20</b>	
QUIMPER	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
<b>TOTAL QUIMPER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>30</b>	<b>1</b>	
RENNES	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL RENNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
STRASBOURG	RYANAIR	S	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	55	100.0	4	4	
<b>TOTAL STRASBOURG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	21	0	1	0.0	9.1	27.3	22.7	18.2	13.6	0.0	4.5	0.0	0.0	4.5	37	80.0	8	18	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>9.1</b>	<b>27.3</b>	<b>22.7</b>	<b>18.2</b>	<b>13.6</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>37</b>	<b>80.0</b>	<b>8</b>	<b>18</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	119	0	5	3.2	21.0	33.9	17.7	8.9	9.7	1.6	0.0	0.0	0.0	4.0	22	60.0	20	68	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>119</b>	<b>0</b>	<b>5</b>	<b>3.2</b>	<b>21.0</b>	<b>33.9</b>	<b>17.7</b>	<b>8.9</b>	<b>9.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>22</b>	<b>60.0</b>	<b>20</b>	<b>68</b>	
TOURS	RYANAIR	S	20	0	0	0.0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	4	18	
<b>TOTAL TOURS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.0</b>	<b>4</b>	<b>18</b>	
<b>TOTAL FRANCE</b>			<b>766</b>	<b>0</b>	<b>24</b>	<b>3.0</b>	<b>15.9</b>	<b>39.4</b>	<b>18.2</b>	<b>11.6</b>	<b>6.7</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>21</b>	<b>73.9</b>	<b>12</b>	<b>552</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	213	0	4	2.8	25.3	28.6	17.1	11.5	10.1	2.3	0.5	0.0	0.0	1.8	24	78.2	9	219	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>213</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>25.3</b>	<b>28.6</b>	<b>17.1</b>	<b>11.5</b>	<b>10.1</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>24</b>	<b>78.2</b>	<b>9</b>	<b>219</b>	
BERLIN (TEGEL)	BA CITYFLYER LTD	S	8	0	1	22.2	0.0	33.3	0.0	11.1	11.1	11.1	0.0	0.0	0.0	11.1	39	75.0	17	8	
BERLIN (TEGEL)	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>37</b>	<b>75.0</b>	<b>17</b>	<b>8</b>	
BREMEN	RYANAIR	S	106	0	0	4.7	24.5	35.8	15.1	13.2	6.6	0.0	0.0	0.0	0.0	0.0	17	88.8	6	98	
<b>TOTAL BREMEN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>24.5</b>	<b>35.8</b>	<b>15.1</b>	<b>13.2</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.8</b>	<b>6</b>	<b>98</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	130	0	6	0.0	19.1	36.0	11.0	14.7	14.0	0.7	0.0	0.0	0.0	4.4	25	0.0	0	0	
COLOGNE BONN	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	5	132	
COLOGNE BONN	RYANAIR	S	132	0	4	5.1	20.6	34.6	16.2	9.6	7.4	0.7	2.9	0.0	0.0	2.9	25	89.2	7	129	
<b>TOTAL COLOGNE BONN</b>			<b>262</b>	<b>0</b>	<b>10</b>	<b>2.6</b>	<b>19.9</b>	<b>35.3</b>	<b>13.6</b>	<b>12.1</b>	<b>10.7</b>	<b>0.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>25</b>	<b>90.1</b>	<b>6</b>	<b>261</b>	
DORTMUND	RYANAIR	S	62	0	0	1.6	14.5	41.9	35.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	14	88.7	6	62	
<b>TOTAL DORTMUND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.5</b>	<b>41.9</b>	<b>35.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.7</b>	<b>6</b>	<b>62</b>	
DUSSELDORF	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	35	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
<b>TOTAL DUSSELDORF</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>35</b>	<b>2</b>			
FRANKFURT MAIN	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
FRANKFURT MAIN	RYANAIR	S	108	0	4	0.0	10.7	28.6	16.1	28.6	10.7	1.8	0.0	3.6	30	0.0	0	0			
<b>TOTAL FRANKFURT MAIN</b>			<b>108</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>10.7</b>	<b>28.6</b>	<b>16.1</b>	<b>28.6</b>	<b>10.7</b>	<b>1.8</b>	<b>0.0</b>	<b>3.6</b>	<b>30</b>	<b>100.0</b>	<b>0</b>	<b>1</b>			
FRIEDRICHSHAFEN	RYANAIR	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
HAHN	RYANAIR	S	62	0	0	3.2	19.4	35.5	12.9	14.5	11.3	1.6	1.6	0.0	27	85.5	6	62			
<b>TOTAL HAHN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>19.4</b>	<b>35.5</b>	<b>12.9</b>	<b>14.5</b>	<b>11.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>27</b>	<b>85.5</b>	<b>6</b>	<b>62</b>			
HAMBURG	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
HAMBURG	RYANAIR	S	82	0	2	1.2	20.2	41.7	9.5	13.1	9.5	1.2	1.2	2.4	25	86.3	14	124			
<b>TOTAL HAMBURG</b>			<b>82</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>20.2</b>	<b>41.7</b>	<b>9.5</b>	<b>13.1</b>	<b>9.5</b>	<b>1.2</b>	<b>1.2</b>	<b>2.4</b>	<b>25</b>	<b>86.4</b>	<b>14</b>	<b>125</b>			
HANOVER	EUROWINGS LUFTVERKEHRS	S	70	0	4	1.4	25.7	27.0	18.9	13.5	5.4	0.0	2.7	5.4	26	0.0	0	0			
HANOVER	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	54			
<b>TOTAL HANOVER</b>			<b>70</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>25.7</b>	<b>27.0</b>	<b>18.9</b>	<b>13.5</b>	<b>5.4</b>	<b>0.0</b>	<b>2.7</b>	<b>5.4</b>	<b>26</b>	<b>83.3</b>	<b>6</b>	<b>54</b>			
KARLSRUHE/BADEN BADEN	RYANAIR	S	74	0	0	2.7	21.6	41.9	16.2	12.2	1.4	2.7	1.4	0.0	19	87.0	4	54			
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>21.6</b>	<b>41.9</b>	<b>16.2</b>	<b>12.2</b>	<b>1.4</b>	<b>2.7</b>	<b>1.4</b>	<b>0.0</b>	<b>19</b>	<b>87.0</b>	<b>4</b>	<b>54</b>			
LEIPZIG	RYANAIR	S	26	0	0	3.8	23.1	30.8	7.7	3.8	30.8	0.0	0.0	0.0	31	87.5	21	32			
<b>TOTAL LEIPZIG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>30.8</b>	<b>7.7</b>	<b>3.8</b>	<b>30.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>87.5</b>	<b>21</b>	<b>32</b>			
MEMMINGEN ALLGAU	RYANAIR	S	59	0	0	0.0	20.3	35.6	22.0	16.9	5.1	0.0	0.0	0.0	18	96.7	3	60			
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.3</b>	<b>35.6</b>	<b>22.0</b>	<b>16.9</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>96.7</b>	<b>3</b>	<b>60</b>			
MUNICH	EASYJET AIRLINE COMPANY LTD	S	58	0	4	3.2	32.3	37.1	12.9	6.5	1.6	0.0	0.0	6.5	10	91.9	4	62			
MUNICH	EUROWINGS LUFTVERKEHRS	S	56	0	4	0.0	20.0	33.3	15.0	21.7	3.3	0.0	0.0	6.7	19	100.0	5	2			
<b>TOTAL MUNICH</b>			<b>114</b>	<b>0</b>	<b>8</b>	<b>1.6</b>	<b>26.2</b>	<b>35.2</b>	<b>13.9</b>	<b>13.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>14</b>	<b>92.2</b>	<b>4</b>	<b>64</b>			
NIEDERRHEIN	RYANAIR	S	27	0	1	10.7	21.4	39.3	14.3	10.7	0.0	0.0	0.0	3.6	11	97.2	2	36			
<b>TOTAL NIEDERRHEIN</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>10.7</b>	<b>21.4</b>	<b>39.3</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>11</b>	<b>97.2</b>	<b>2</b>	<b>36</b>			
NUREMBERG	RYANAIR	S	103	0	4	2.8	28.0	33.6	15.0	10.3	6.5	0.0	0.0	3.7	16	73.1	9	108			
<b>TOTAL NUREMBERG</b>			<b>103</b>	<b>0</b>	<b>4</b>	<b>2.8</b>	<b>28.0</b>	<b>33.6</b>	<b>15.0</b>	<b>10.3</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>16</b>	<b>73.1</b>	<b>9</b>	<b>108</b>			
STUTTGART	EUROWINGS LUFTVERKEHRS	S	44	0	2	0.0	19.6	34.8	15.2	17.4	6.5	2.2	0.0	4.3	23	81.3	9	48			
STUTTGART	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	14			
<b>TOTAL STUTTGART</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>19.6</b>	<b>34.8</b>	<b>15.2</b>	<b>17.4</b>	<b>6.5</b>	<b>2.2</b>	<b>0.0</b>	<b>4.3</b>	<b>23</b>	<b>83.9</b>	<b>8</b>	<b>62</b>			
<b>TOTAL GERMANY</b>			<b>1422</b>	<b>0</b>	<b>40</b>	<b>2.5</b>	<b>21.5</b>	<b>34.3</b>	<b>15.9</b>	<b>13.5</b>	<b>7.9</b>	<b>1.0</b>	<b>0.7</b>	<b>2.7</b>	<b>22</b>	<b>85.6</b>	<b>8</b>	<b>1308</b>			
<b>GREECE</b>																					
ATHENS	RYANAIR	S	99	0	0	15.2	21.2	30.3	13.1	12.1	5.1	2.0	1.0	0.0	19	65.3	13	98			
<b>TOTAL ATHENS</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>15.2</b>	<b>21.2</b>	<b>30.3</b>	<b>13.1</b>	<b>12.1</b>	<b>5.1</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>19</b>	<b>65.3</b>	<b>13</b>	<b>98</b>			
CHANIA	RYANAIR	S	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	18	75.0	10	4			

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL CHANIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>10</b>	<b>4</b>	
CORFU	RYANAIR	S	6	0	0	0.0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	31	100.0	3	4	
<b>TOTAL CORFU</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>100.0</b>	<b>3</b>	<b>4</b>	
KEFALLINIA	RYANAIR	S	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL KEFALLINIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	RYANAIR	S	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	16	2	
<b>TOTAL RHODES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>16</b>	<b>2</b>	
SALONIKA	RYANAIR	S	46	0	3	0.0	4.1	55.1	14.3	8.2	4.1	8.2	0.0	0.0	0.0	6.1	28	83.0	9	47	
<b>TOTAL SALONIKA</b>			<b>46</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>4.1</b>	<b>55.1</b>	<b>14.3</b>	<b>8.2</b>	<b>4.1</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>28</b>	<b>83.0</b>	<b>9</b>	<b>47</b>	
<b>TOTAL GREECE</b>			<b>163</b>	<b>0</b>	<b>3</b>	<b>10.2</b>	<b>14.5</b>	<b>37.3</b>	<b>16.3</b>	<b>10.8</b>	<b>4.8</b>	<b>3.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>22</b>	<b>71.6</b>	<b>12</b>	<b>155</b>	
<b>HUNGARY</b>																					
BUDAPEST	RYANAIR	S	207	0	2	4.3	23.9	38.8	9.6	14.8	7.2	0.0	0.5	0.0	0.0	1.0	18	68.5	13	178	
<b>TOTAL BUDAPEST</b>			<b>207</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>23.9</b>	<b>38.8</b>	<b>9.6</b>	<b>14.8</b>	<b>7.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>68.5</b>	<b>13</b>	<b>178</b>	
<b>TOTAL HUNGARY</b>			<b>207</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>23.9</b>	<b>38.8</b>	<b>9.6</b>	<b>14.8</b>	<b>7.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>68.5</b>	<b>13</b>	<b>178</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	28	0	0	10.7	35.7	32.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	88.5	11	26	
<b>TOTAL KEFLAVIK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>35.7</b>	<b>32.1</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.5</b>	<b>11</b>	<b>26</b>	
<b>TOTAL ICELAND</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>35.7</b>	<b>32.1</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.5</b>	<b>11</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	160	0	20	2.2	20.6	35.6	17.2	11.1	1.1	1.1	0.0	0.0	0.0	11.1	16	81.4	9	177	
<b>TOTAL CORK</b>			<b>160</b>	<b>0</b>	<b>20</b>	<b>2.2</b>	<b>20.6</b>	<b>35.6</b>	<b>17.2</b>	<b>11.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>16</b>	<b>81.4</b>	<b>9</b>	<b>177</b>	
DUBLIN	RYANAIR	S	439	0	33	2.8	20.6	33.5	12.7	16.1	5.5	1.3	0.6	0.0	0.0	7.0	21	86.1	7	447	
<b>TOTAL DUBLIN</b>			<b>439</b>	<b>0</b>	<b>33</b>	<b>2.8</b>	<b>20.6</b>	<b>33.5</b>	<b>12.7</b>	<b>16.1</b>	<b>5.5</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>21</b>	<b>86.1</b>	<b>7</b>	<b>447</b>	
IRELAND WEST(KNOCK)	RYANAIR	S	82	0	5	2.3	23.0	50.6	12.6	3.4	2.3	0.0	0.0	0.0	0.0	5.7	9	85.2	6	88	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>82</b>	<b>0</b>	<b>5</b>	<b>2.3</b>	<b>23.0</b>	<b>50.6</b>	<b>12.6</b>	<b>3.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>9</b>	<b>85.2</b>	<b>6</b>	<b>88</b>	
KERRY COUNTY	RYANAIR	S	34	0	1	0.0	25.7	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	2.9	12	86.8	7	38	
<b>TOTAL KERRY COUNTY</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>25.7</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>12</b>	<b>86.8</b>	<b>7</b>	<b>38</b>	
SHANNON	RYANAIR	S	102	0	8	0.9	20.0	34.5	13.6	15.5	6.4	0.9	0.9	0.0	0.0	7.3	23	80.2	10	106	
<b>TOTAL SHANNON</b>			<b>102</b>	<b>0</b>	<b>8</b>	<b>0.9</b>	<b>20.0</b>	<b>34.5</b>	<b>13.6</b>	<b>15.5</b>	<b>6.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>23</b>	<b>80.2</b>	<b>10</b>	<b>106</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>817</b>	<b>0</b>	<b>67</b>	<b>2.3</b>	<b>20.9</b>	<b>36.1</b>	<b>13.8</b>	<b>13.7</b>	<b>4.2</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>19</b>	<b>84.3</b>	<b>7</b>	<b>856</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	RYANAIR	S	6	0	0	0.0	0.0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	20	4	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>20</b>	<b>4</b>	
ANCONA	RYANAIR	S	42	0	0	4.8	11.9	42.9	7.1	16.7	11.9	4.8	0.0	0.0	0.0	0.0	29	77.5	9	40	
<b>TOTAL ANCONA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>11.9</b>	<b>42.9</b>	<b>7.1</b>	<b>16.7</b>	<b>11.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>77.5</b>	<b>9</b>	<b>40</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS															PERCENTAGE OF FLIGHTS LATE					MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat				
BARI (PALESE)	RYANAIR	S	44	0	2	8.7	23.9	32.6	6.5	15.2	8.7	0.0	0.0	0.0	0.0	4.3	17	87.1	9	62				
<b>TOTAL BARI (PALESE)</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>8.7</b>	<b>23.9</b>	<b>32.6</b>	<b>6.5</b>	<b>15.2</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>17</b>	<b>87.1</b>	<b>9</b>	<b>62</b>				
BERGAMO	RYANAIR	S	218	0	4	11.3	21.2	24.3	14.0	19.4	6.8	0.9	0.5	0.0	0.0	1.8	21	83.3	10	246				
<b>TOTAL BERGAMO</b>			<b>218</b>	<b>0</b>	<b>4</b>	<b>11.3</b>	<b>21.2</b>	<b>24.3</b>	<b>14.0</b>	<b>19.4</b>	<b>6.8</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>21</b>	<b>83.3</b>	<b>10</b>	<b>246</b>				
BOLOGNA	RYANAIR	S	110	0	4	8.8	20.2	31.6	15.8	13.2	2.6	1.8	1.8	0.9	0.0	3.5	24	71.6	17	116				
<b>TOTAL BOLOGNA</b>			<b>110</b>	<b>0</b>	<b>4</b>	<b>8.8</b>	<b>20.2</b>	<b>31.6</b>	<b>15.8</b>	<b>13.2</b>	<b>2.6</b>	<b>1.8</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>3.5</b>	<b>24</b>	<b>71.6</b>	<b>17</b>	<b>116</b>				
BRINDISI	RYANAIR	S	40	0	0	0.0	12.5	40.0	27.5	12.5	7.5	0.0	0.0	0.0	0.0	0.0	20	83.3	16	30				
<b>TOTAL BRINDISI</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>40.0</b>	<b>27.5</b>	<b>12.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>83.3</b>	<b>16</b>	<b>30</b>				
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	35	0	1	5.6	30.6	33.3	16.7	8.3	2.8	0.0	0.0	0.0	0.0	2.8	11	85.3	15	34				
CAGLIARI (ELMAS)	RYANAIR	S	28	0	0	0.0	0.0	50.0	17.9	17.9	10.7	3.6	0.0	0.0	0.0	0.0	27	50.0	21	4				
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>17.2</b>	<b>40.6</b>	<b>17.2</b>	<b>12.5</b>	<b>6.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>81.6</b>	<b>15</b>	<b>38</b>				
COMISO	RYANAIR	S	2	0	2	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	26	100.0	6	4				
<b>TOTAL COMISO</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>26</b>	<b>100.0</b>	<b>6</b>	<b>4</b>				
GENOA	RYANAIR	S	32	0	0	0.0	21.9	21.9	18.8	15.6	12.5	9.4	0.0	0.0	0.0	0.0	37	87.5	7	32				
<b>TOTAL GENOA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.9</b>	<b>21.9</b>	<b>18.8</b>	<b>15.6</b>	<b>12.5</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>87.5</b>	<b>7</b>	<b>32</b>				
LAMETIA-TERME	RYANAIR	S	22	0	0	0.0	13.6	45.5	22.7	9.1	0.0	0.0	0.0	9.1	0.0	0.0	54	80.0	21	20				
<b>TOTAL LAMETIA-TERME</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>45.5</b>	<b>22.7</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>80.0</b>	<b>21</b>	<b>20</b>				
MILAN (LINATE)	BA CITYFLYER LTD	S	18	0	0	16.7	38.9	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0				
<b>TOTAL MILAN (LINATE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>22.2</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
MILAN (MALPENSA)	RYANAIR	S	80	0	2	1.2	7.3	42.7	11.0	22.0	8.5	2.4	2.4	0.0	0.0	2.4	31	75.6	11	123				
<b>TOTAL MILAN (MALPENSA)</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>1.2</b>	<b>7.3</b>	<b>42.7</b>	<b>11.0</b>	<b>22.0</b>	<b>8.5</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>31</b>	<b>75.6</b>	<b>11</b>	<b>123</b>				
NAPLES	EASYJET AIRLINE COMPANY LTD	S	72	0	2	0.0	37.8	37.8	14.9	6.8	0.0	0.0	0.0	0.0	0.0	2.7	8	82.4	8	73				
NAPLES	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0				
NAPLES	RYANAIR	S	62	0	0	3.2	17.7	54.8	16.1	4.8	3.2	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0				
<b>TOTAL NAPLES</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>28.3</b>	<b>45.7</b>	<b>15.9</b>	<b>5.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>82.4</b>	<b>8</b>	<b>73</b>				
PALERMO	RYANAIR	S	39	0	2	0.0	7.3	46.3	7.3	17.1	14.6	2.4	0.0	0.0	0.0	4.9	30	92.5	7	40				
<b>TOTAL PALERMO</b>			<b>39</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>7.3</b>	<b>46.3</b>	<b>7.3</b>	<b>17.1</b>	<b>14.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>30</b>	<b>92.5</b>	<b>7</b>	<b>40</b>				
PERUGIA	RYANAIR	S	38	0	0	0.0	18.4	50.0	21.1	5.3	2.6	0.0	0.0	2.6	0.0	0.0	25	92.5	6	40				
<b>TOTAL PERUGIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.4</b>	<b>50.0</b>	<b>21.1</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>92.5</b>	<b>6</b>	<b>40</b>				
PESCARA	RYANAIR	S	43	0	0	30.2	14.0	30.2	11.6	7.0	7.0	0.0	0.0	0.0	0.0	0.0	13	81.8	7	44				
<b>TOTAL PESCARA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>14.0</b>	<b>30.2</b>	<b>11.6</b>	<b>7.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.8</b>	<b>7</b>	<b>44</b>				
PISA	RYANAIR	S	110	0	3	3.5	20.4	28.3	16.8	20.4	5.3	0.9	0.9	0.9	0.0	2.7	26	79.1	11	134				
<b>TOTAL PISA</b>			<b>110</b>	<b>0</b>	<b>3</b>	<b>3.5</b>	<b>20.4</b>	<b>28.3</b>	<b>16.8</b>	<b>20.4</b>	<b>5.3</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>2.7</b>	<b>26</b>	<b>79.1</b>	<b>11</b>	<b>134</b>				
RIMINI	RYANAIR	S	4	0	0	0.0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	85	0.0	0	0				
<b>TOTAL RIMINI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>85</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ROME (CIAMPINO)	RYANAIR	S	302	0	2	3.6	11.5	35.5	16.1	22.7	7.9	1.6	0.0	0.3	0.0	0.7	26	70.6	16	310	
<b>TOTAL ROME (CIAMPINO)</b>			<b>302</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>11.5</b>	<b>35.5</b>	<b>16.1</b>	<b>22.7</b>	<b>7.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>26</b>	<b>70.6</b>	<b>16</b>	<b>310</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TREVISIO	RYANAIR	S	167	0	4	1.8	21.6	39.8	15.8	10.5	6.4	1.8	0.0	0.0	0.0	2.3	20	83.9	8	167	
<b>TOTAL TREVISIO</b>			<b>167</b>	<b>0</b>	<b>4</b>	<b>1.8</b>	<b>21.6</b>	<b>39.8</b>	<b>15.8</b>	<b>10.5</b>	<b>6.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>83.9</b>	<b>8</b>	<b>167</b>	
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	28	0	0	0.0	10.7	46.4	25.0	10.7	3.6	3.6	0.0	0.0	0.0	0.0	22	84.6	7	26	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>46.4</b>	<b>25.0</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>84.6</b>	<b>7</b>	<b>26</b>	
TURIN	ENTER AIR	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
TURIN	JET2.COM LTD	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
TURIN	RYANAIR	S	62	0	0	0.0	16.1	54.8	14.5	9.7	4.8	0.0	0.0	0.0	0.0	0.0	16	85.5	8	62	
TURIN	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	6	8	
<b>TOTAL TURIN</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.1</b>	<b>54.8</b>	<b>16.4</b>	<b>9.6</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>7</b>	<b>70</b>	
VERONA VILLAFRANCA	RYANAIR	S	30	0	0	6.7	16.7	63.3	10.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	7	84.4	12	32	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>16.7</b>	<b>63.3</b>	<b>10.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>84.4</b>	<b>12</b>	<b>32</b>	
<b>TOTAL ITALY</b>			<b>1648</b>	<b>0</b>	<b>28</b>	<b>4.9</b>	<b>17.5</b>	<b>36.9</b>	<b>15.5</b>	<b>15.3</b>	<b>6.1</b>	<b>1.5</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>1.7</b>	<b>22</b>	<b>79.7</b>	<b>11</b>	<b>1651</b>	
<b>LATVIA</b>																					
RIGA	RYANAIR	S	124	0	0	5.6	21.8	38.7	17.7	12.9	3.2	0.0	0.0	0.0	0.0	0.0	14	83.9	9	123	
<b>TOTAL RIGA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>21.8</b>	<b>38.7</b>	<b>17.7</b>	<b>12.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.9</b>	<b>9</b>	<b>123</b>	
<b>TOTAL LATVIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>21.8</b>	<b>38.7</b>	<b>17.7</b>	<b>12.9</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.9</b>	<b>9</b>	<b>123</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	44	0	0	6.8	31.8	31.8	15.9	11.4	0.0	2.3	0.0	0.0	0.0	0.0	15	80.6	8	36	
<b>TOTAL KAUNAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>31.8</b>	<b>31.8</b>	<b>15.9</b>	<b>11.4</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.6</b>	<b>8</b>	<b>36</b>	
PALANGA	RYANAIR	S	18	0	0	0.0	27.8	38.9	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	93.8	4	16	
<b>TOTAL PALANGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
VILNIUS	RYANAIR	S	60	0	2	9.7	24.2	32.3	16.1	12.9	1.6	0.0	0.0	0.0	0.0	3.2	14	75.8	23	62	
<b>TOTAL VILNIUS</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>9.7</b>	<b>24.2</b>	<b>32.3</b>	<b>16.1</b>	<b>12.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>14</b>	<b>75.8</b>	<b>23</b>	<b>62</b>	
<b>TOTAL LITHUANIA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>27.4</b>	<b>33.1</b>	<b>17.7</b>	<b>11.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>79.8</b>	<b>16</b>	<b>114</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	136	0.0	0	0	
LUXEMBOURG	RYANAIR	S	60	0	2	6.5	9.7	35.5	11.3	9.7	19.4	4.8	0.0	0.0	0.0	3.2	35	95.2	3	61	
<b>TOTAL LUXEMBOURG</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>9.4</b>	<b>34.4</b>	<b>10.9</b>	<b>9.4</b>	<b>18.8</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>38</b>	<b>95.2</b>	<b>3</b>	<b>61</b>	
<b>TOTAL LUXEMBOURG</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>9.4</b>	<b>34.4</b>	<b>10.9</b>	<b>9.4</b>	<b>18.8</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>38</b>	<b>95.2</b>	<b>3</b>	<b>61</b>	
<b>MALTA</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MALTA	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
MALTA	RYANAIR	S	38	0	0	2.6	13.2	44.7	18.4	15.8	5.3	0.0	0.0	0.0	0.0	0.0	19	77.8	8	36	
<b>TOTAL MALTA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>12.5</b>	<b>45.0</b>	<b>20.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.8</b>	<b>8</b>	<b>36</b>	
<b>TOTAL MALTA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>12.5</b>	<b>45.0</b>	<b>20.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.8</b>	<b>8</b>	<b>36</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	8	
<b>TOTAL CANCUN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>14</b>	<b>8</b>	
<b>TOTAL MEXICO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>14</b>	<b>8</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	RYANAIR	S	18	0	0	0.0	0.0	44.4	22.2	27.8	5.6	0.0	0.0	0.0	0.0	0.0	25	50.0	33	16	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>33</b>	<b>16</b>	
FEZ	RYANAIR	S	16	0	0	0.0	25.0	25.0	6.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	24	61.1	18	18	
<b>TOTAL FEZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>6.3</b>	<b>37.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>61.1</b>	<b>18</b>	<b>18</b>	
MARRAKESH	CORENDON DUTCH AIRLINES	C	10	0	0	20.0	10.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	14	4	
MARRAKESH	RYANAIR	S	62	0	0	3.2	21.0	45.2	16.1	11.3	3.2	0.0	0.0	0.0	0.0	0.0	14	85.5	7	60	
<b>TOTAL MARRAKESH</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>19.4</b>	<b>45.8</b>	<b>15.3</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.3</b>	<b>7</b>	<b>64</b>	
RABAT	RYANAIR	S	28	0	0	3.6	14.3	42.9	21.4	10.7	0.0	7.1	0.0	0.0	0.0	0.0	22	84.6	14	26	
<b>TOTAL RABAT</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.3</b>	<b>42.9</b>	<b>21.4</b>	<b>10.7</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>84.6</b>	<b>14</b>	<b>26</b>	
<b>TOTAL MOROCCO</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>16.4</b>	<b>42.5</b>	<b>16.4</b>	<b>16.4</b>	<b>3.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>76.2</b>	<b>13</b>	<b>124</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	CITY JET	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	207	0	9	3.2	34.7	37.0	9.7	6.9	4.2	0.0	0.0	0.0	0.0	4.2	11	77.1	13	210	
AMSTERDAM	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
AMSTERDAM	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1	
AMSTERDAM	TRANSAVIA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	1	
<b>TOTAL AMSTERDAM</b>			<b>208</b>	<b>0</b>	<b>9</b>	<b>3.2</b>	<b>34.6</b>	<b>36.9</b>	<b>10.1</b>	<b>6.9</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>11</b>	<b>76.5</b>	<b>13</b>	<b>213</b>	
EINDHOVEN	RYANAIR	S	146	0	6	3.9	23.0	28.3	17.1	15.1	5.9	0.0	2.6	0.0	0.0	3.9	25	91.3	7	160	
<b>TOTAL EINDHOVEN</b>			<b>146</b>	<b>0</b>	<b>6</b>	<b>3.9</b>	<b>23.0</b>	<b>28.3</b>	<b>17.1</b>	<b>15.1</b>	<b>5.9</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>25</b>	<b>91.3</b>	<b>7</b>	<b>160</b>	
MAASTRICHT	CITY JET	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	1	
<b>TOTAL MAASTRICHT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>70</b>	<b>1</b>	
ROTTERDAM	BA CITYFLYER LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	1	
<b>TOTAL ROTTERDAM</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>3</b>	<b>1</b>	
<b>TOTAL NETHERLANDS</b>			<b>355</b>	<b>0</b>	<b>15</b>	<b>3.5</b>	<b>29.7</b>	<b>33.5</b>	<b>13.0</b>	<b>10.3</b>	<b>4.9</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>17</b>	<b>82.7</b>	<b>11</b>	<b>375</b>	
<b>NORWAY</b>																					
OSLO (GARDERMOEN)	RYANAIR	S	164	0	4	0.6	19.6	37.5	18.5	13.1	7.1	1.2	0.0	0.0	0.0	2.4	20	80.3	9	178	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
			MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>164</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>19.6</b>	<b>37.5</b>	<b>18.5</b>	<b>13.1</b>	<b>7.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>20</b>	<b>80.3</b>	<b>9</b>	<b>178</b>
SANDEFJORD(TORP)	RYANAIR	S	28	0	0	0.0	10.7	53.6	25.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	3	8
<b>TOTAL SANDEFJORD(TORP)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>53.6</b>	<b>25.0</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>3</b>	<b>8</b>
<b>TOTAL NORWAY</b>			<b>192</b>	<b>0</b>	<b>4</b>	<b>0.5</b>	<b>18.4</b>	<b>39.8</b>	<b>19.4</b>	<b>12.8</b>	<b>6.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>19</b>	<b>81.2</b>	<b>9</b>	<b>186</b>
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	56	0	0	3.6	23.2	51.8	14.3	5.4	1.8	0.0	0.0	0.0	0.0	0.0	11	92.9	5	56
<b>TOTAL BYDGOSZCZ</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>23.2</b>	<b>51.8</b>	<b>14.3</b>	<b>5.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>92.9</b>	<b>5</b>	<b>56</b>
GDANSK	RYANAIR	S	96	0	5	5.0	15.8	34.7	20.8	13.9	4.0	1.0	0.0	0.0	0.0	5.0	20	78.7	10	108
<b>TOTAL GDANSK</b>			<b>96</b>	<b>0</b>	<b>5</b>	<b>5.0</b>	<b>15.8</b>	<b>34.7</b>	<b>20.8</b>	<b>13.9</b>	<b>4.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>20</b>	<b>78.7</b>	<b>10</b>	<b>108</b>
KATOWICE	RYANAIR	S	62	0	0	3.2	21.0	25.8	21.0	21.0	3.2	1.6	3.2	0.0	0.0	0.0	32	90.3	10	62
<b>TOTAL KATOWICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>21.0</b>	<b>25.8</b>	<b>21.0</b>	<b>21.0</b>	<b>3.2</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>90.3</b>	<b>10</b>	<b>62</b>
KRAKOW	RYANAIR	S	167	0	5	0.0	12.8	36.0	22.7	17.4	6.4	1.7	0.0	0.0	0.0	2.9	24	89.3	7	168
<b>TOTAL KRAKOW</b>			<b>167</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>12.8</b>	<b>36.0</b>	<b>22.7</b>	<b>17.4</b>	<b>6.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>24</b>	<b>89.3</b>	<b>7</b>	<b>168</b>
LODZ LUBLINEK	RYANAIR	S	54	0	0	5.6	14.8	37.0	18.5	22.2	1.9	0.0	0.0	0.0	0.0	0.0	17	85.2	13	54
<b>TOTAL LODZ LUBLINEK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>14.8</b>	<b>37.0</b>	<b>18.5</b>	<b>22.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.2</b>	<b>13</b>	<b>54</b>
LUBLIN (PORT LOTNICZY)	RYANAIR	S	36	0	0	5.6	33.3	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	89.3	4	28
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>89.3</b>	<b>4</b>	<b>28</b>
POZNAN	RYANAIR	S	78	0	0	5.1	23.1	35.9	14.1	19.2	0.0	0.0	2.6	0.0	0.0	0.0	21	91.9	7	62
<b>TOTAL POZNAN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>23.1</b>	<b>35.9</b>	<b>14.1</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>91.9</b>	<b>7</b>	<b>62</b>
RZESZOW	JET2.COM LTD	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
RZESZOW	RYANAIR	S	51	0	2	5.7	17.0	39.6	22.6	9.4	1.9	0.0	0.0	0.0	0.0	3.8	13	90.4	6	52
RZESZOW	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
<b>TOTAL RZESZOW</b>			<b>53</b>	<b>0</b>	<b>2</b>	<b>5.5</b>	<b>16.4</b>	<b>41.8</b>	<b>21.8</b>	<b>9.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>13</b>	<b>90.6</b>	<b>6</b>	<b>53</b>
SZCZECIN (GOLENOW)	RYANAIR	S	45	0	0	6.7	37.8	35.6	15.6	2.2	2.2	0.0	0.0	0.0	0.0	0.0	8	93.8	6	48
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>37.8</b>	<b>35.6</b>	<b>15.6</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>93.8</b>	<b>6</b>	<b>48</b>
SZYMANY (MAZURY)	RYANAIR	S	28	0	0	0.0	39.3	32.1	10.7	3.6	10.7	3.6	0.0	0.0	0.0	0.0	20	100.0	1	26
<b>TOTAL SZYMANY (MAZURY)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>32.1</b>	<b>10.7</b>	<b>3.6</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>100.0</b>	<b>1</b>	<b>26</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	202	0	5	11.6	19.8	32.9	17.9	11.6	3.4	0.5	0.0	0.0	0.0	2.4	15	84.7	8	222
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>202</b>	<b>0</b>	<b>5</b>	<b>11.6</b>	<b>19.8</b>	<b>32.9</b>	<b>17.9</b>	<b>11.6</b>	<b>3.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>15</b>	<b>84.7</b>	<b>8</b>	<b>222</b>
WROCLAW	RYANAIR	S	98	0	2	18.0	18.0	27.0	10.0	14.0	7.0	2.0	1.0	1.0	0.0	2.0	25	85.8	8	106
<b>TOTAL WROCLAW</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>18.0</b>	<b>18.0</b>	<b>27.0</b>	<b>10.0</b>	<b>14.0</b>	<b>7.0</b>	<b>2.0</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>25</b>	<b>85.8</b>	<b>8</b>	<b>106</b>
<b>TOTAL POLAND</b>			<b>975</b>	<b>0</b>	<b>19</b>	<b>6.6</b>	<b>19.9</b>	<b>35.1</b>	<b>17.6</b>	<b>13.5</b>	<b>3.8</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.9</b>	<b>19</b>	<b>87.5</b>	<b>8</b>	<b>993</b>
<b>PORTUGAL(EXCLUDING AZORES PONTA DELGADA)</b>																				
AZORES PONTA DELGADA	RYANAIR	S	10	0	0	10.0	0.0	30.0	20.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	36	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL AZORES PONTA DELGADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>30.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FARO	JET2.COM LTD	S	40	0	0	0.0	35.0	52.5	5.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	2	
FARO	RYANAIR	S	72	0	4	6.6	13.2	34.2	23.7	10.5	3.9	2.6	0.0	0.0	0.0	5.3	20	71.1	19	76	
<b>TOTAL FARO</b>			<b>112</b>	<b>0</b>	<b>4</b>	<b>4.3</b>	<b>20.7</b>	<b>40.5</b>	<b>17.2</b>	<b>9.5</b>	<b>2.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>16</b>	<b>71.8</b>	<b>18</b>	<b>78</b>	
LISBON	RYANAIR	S	155	0	7	4.3	13.0	35.2	18.5	16.7	6.2	0.6	0.6	0.6	0.0	4.3	25	73.0	16	184	
<b>TOTAL LISBON</b>			<b>155</b>	<b>0</b>	<b>7</b>	<b>4.3</b>	<b>13.0</b>	<b>35.2</b>	<b>18.5</b>	<b>16.7</b>	<b>6.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>4.3</b>	<b>25</b>	<b>73.0</b>	<b>16</b>	<b>184</b>	
OPORTO (PORTUGAL)	RYANAIR	S	142	0	6	3.4	14.9	31.1	20.9	18.9	3.4	2.0	0.7	0.7	0.0	4.1	28	81.3	11	144	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>142</b>	<b>0</b>	<b>6</b>	<b>3.4</b>	<b>14.9</b>	<b>31.1</b>	<b>20.9</b>	<b>18.9</b>	<b>3.4</b>	<b>2.0</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>4.1</b>	<b>28</b>	<b>81.3</b>	<b>11</b>	<b>144</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>419</b>	<b>0</b>	<b>17</b>	<b>4.1</b>	<b>15.4</b>	<b>35.1</b>	<b>19.0</b>	<b>15.8</b>	<b>4.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>3.9</b>	<b>24</b>	<b>75.7</b>	<b>15</b>	<b>406</b>	
FUNCHAL	JET2.COM LTD	S	17	0	1	0.0	22.2	44.4	16.7	11.1	0.0	0.0	0.0	0.0	0.0	5.6	11	0.0	0	0	
<b>TOTAL FUNCHAL</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL REPUBLIC OF MOLDOVA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	36	0	0	11.1	33.3	41.7	11.1	2.8	0.0	0.0	0.0	0.0	0.0	0.0	6	82.4	11	34	
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>41.7</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.4</b>	<b>11</b>	<b>34</b>	
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>41.7</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>82.4</b>	<b>11</b>	<b>34</b>	
PODGORICA	RYANAIR	S	18	0	0	0.0	11.1	44.4	22.2	16.7	0.0	0.0	5.6	0.0	0.0	0.0	32	50.0	15	18	
<b>TOTAL PODGORICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>50.0</b>	<b>15</b>	<b>18</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>50.0</b>	<b>15</b>	<b>18</b>	
BUCHAREST (OTOPENI)	RYANAIR	S	84	0	0	14.3	16.7	27.4	15.5	16.7	7.1	0.0	1.2	1.2	0.0	0.0	28	71.0	16	124	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>16.7</b>	<b>27.4</b>	<b>15.5</b>	<b>16.7</b>	<b>7.1</b>	<b>0.0</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>71.0</b>	<b>16</b>	<b>124</b>	
ORADEA	RYANAIR	S	28	0	0	0.0	10.7	53.6	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL ORADEA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>53.6</b>	<b>21.4</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TIMISOARA	RYANAIR	S	48	0	0	10.4	29.2	35.4	14.6	8.3	2.1	0.0	0.0	0.0	0.0	0.0	11	72.6	9	62	
<b>TOTAL TIMISOARA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>29.2</b>	<b>35.4</b>	<b>14.6</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.6</b>	<b>9</b>	<b>62</b>	
<b>TOTAL ROMANIA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>19.4</b>	<b>34.4</b>	<b>16.3</b>	<b>12.5</b>	<b>5.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>71.5</b>	<b>14</b>	<b>186</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	106	0	2	3.7	19.4	38.0	17.6	12.0	6.5	0.9	0.0	0.0	0.0	1.9	18	78.9	13	90	
<b>TOTAL BRATISLAVA</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>19.4</b>	<b>38.0</b>	<b>17.6</b>	<b>12.0</b>	<b>6.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>78.9</b>	<b>13</b>	<b>90</b>	
<b>TOTAL SLOVAK REPUBLIC SLOVENIA</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>19.4</b>	<b>38.0</b>	<b>17.6</b>	<b>12.0</b>	<b>6.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>78.9</b>	<b>13</b>	<b>90</b>	



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ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	67	0	1	1.5	39.7	47.1	4.4	2.9	2.9	0.0	0.0	0.0	0.0	1.5	7	100.0	0	62
<b>TOTAL LJUBLJANA</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>1.5</b>	<b>39.7</b>	<b>47.1</b>	<b>4.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>62</b>
<b>TOTAL SLOVENIA</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>1.5</b>	<b>39.7</b>	<b>47.1</b>	<b>4.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>7</b>	<b>100.0</b>	<b>0</b>	<b>62</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1
ALICANTE	JET2.COM LTD	S	41	0	0	9.8	31.7	41.5	0.0	12.2	4.9	0.0	0.0	0.0	0.0	0.0	10	25.0	19	4
ALICANTE	RYANAIR	S	91	0	4	3.2	16.8	42.1	13.7	14.7	5.3	0.0	0.0	0.0	0.0	4.2	17	74.5	18	94
<b>TOTAL ALICANTE</b>			<b>132</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>21.3</b>	<b>41.9</b>	<b>9.6</b>	<b>14.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>15</b>	<b>71.7</b>	<b>18</b>	<b>99</b>
ALMERIA	RYANAIR	S	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	4
<b>TOTAL ALMERIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>3</b>	<b>4</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	39	0	1	20.0	42.5	20.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	2.5	6	79.2	8	48
<b>TOTAL ASTURIAS</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>42.5</b>	<b>20.0</b>	<b>5.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>6</b>	<b>79.2</b>	<b>8</b>	<b>48</b>
BARCELONA	RYANAIR	S	208	0	6	4.7	21.0	31.3	11.7	15.4	9.3	2.3	1.4	0.0	0.0	2.8	27	76.0	22	260
<b>TOTAL BARCELONA</b>			<b>208</b>	<b>0</b>	<b>6</b>	<b>4.7</b>	<b>21.0</b>	<b>31.3</b>	<b>11.7</b>	<b>15.4</b>	<b>9.3</b>	<b>2.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>27</b>	<b>76.0</b>	<b>22</b>	<b>260</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	64	0	4	1.5	26.5	32.4	16.2	11.8	5.9	0.0	0.0	0.0	0.0	5.9	16	73.5	11	65
BILBAO	TRANSAVIA	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BILBAO</b>			<b>65</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>27.5</b>	<b>31.9</b>	<b>15.9</b>	<b>11.6</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>16</b>	<b>73.5</b>	<b>11</b>	<b>65</b>
CASTELLON COSTA AZAHAR	RYANAIR	S	18	0	0	0.0	16.7	44.4	5.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	86.4	2	20
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>5.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>86.4</b>	<b>2</b>	<b>20</b>
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	10	0	0	0.0	0.0	70.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	31	4
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>70.0</b>	<b>0.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.0</b>	<b>31</b>	<b>4</b>
GIRONA	RYANAIR	S	10	0	0	0.0	30.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	1	8
<b>TOTAL GIRONA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>20.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
GRANADA	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1
<b>TOTAL GRANADA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>31</b>	<b>1</b>
IBIZA	RYANAIR	S	24	0	0	0.0	25.0	25.0	29.2	4.2	12.5	4.2	0.0	0.0	0.0	0.0	29	95.0	13	20
<b>TOTAL IBIZA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>29.2</b>	<b>4.2</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>95.0</b>	<b>13</b>	<b>20</b>
JEREZ	RYANAIR	S	22	0	0	0.0	27.3	59.1	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	86.4	13	22
<b>TOTAL JEREZ</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.3</b>	<b>59.1</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>86.4</b>	<b>13</b>	<b>22</b>
LIEIDA	JET2.COM LTD	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL LIEIDA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MADRID	RYANAIR	S	206	0	3	5.7	18.7	32.1	17.2	16.7	5.7	1.4	1.0	0.0	0.0	1.4	22	76.8	12	244

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION		AIRLINE	CHAR/ SCHED	NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE										MAR 2017			
				MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL MADRID</b>				<b>206</b>	<b>0</b>	<b>3</b>	<b>5.7</b>	<b>18.7</b>	<b>32.1</b>	<b>17.2</b>	<b>16.7</b>	<b>5.7</b>	<b>1.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>22</b>	<b>76.8</b>	<b>12</b>	<b>244</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	13.0	31.5	35.2	11.1	5.6	1.9	0.0	1.9	0.0	0.0	0.0	14	81.8	6	33	
MALAGA	JET2.COM LTD	S	42	0	0	2.4	31.0	50.0	14.3	0.0	2.4	0.0	0.0	0.0	0.0	0.0	8	0.0	22	2	
MALAGA	RYANAIR	S	122	0	6	7.8	8.6	33.6	19.5	15.6	10.2	0.0	0.0	0.0	0.0	4.7	21	65.3	19	124	
<b>TOTAL MALAGA</b>				<b>218</b>	<b>0</b>	<b>6</b>	<b>8.0</b>	<b>18.3</b>	<b>37.1</b>	<b>16.5</b>	<b>10.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>17</b>	<b>67.9</b>	<b>17</b>	<b>159</b>
MURCIA SAN JAVIER	RYANAIR	S	44	0	0	2.3	18.2	43.2	20.5	6.8	2.3	6.8	0.0	0.0	0.0	0.0	22	86.4	7	43	
<b>TOTAL MURCIA SAN JAVIER</b>				<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>18.2</b>	<b>43.2</b>	<b>20.5</b>	<b>6.8</b>	<b>2.3</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>86.4</b>	<b>7</b>	<b>43</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	49	0	2	5.9	27.5	37.3	13.7	3.9	7.8	0.0	0.0	0.0	0.0	3.9	16	83.0	9	47	
PALMA DE MALLORCA	JET2.COM LTD	S	30	0	0	10.0	40.0	26.7	6.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	12	100.0	1	2	
PALMA DE MALLORCA	RYANAIR	S	69	0	1	0.0	4.3	40.0	25.7	18.6	4.3	4.3	1.4	0.0	0.0	1.4	29	80.3	11	66	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>				<b>150</b>	<b>0</b>	<b>3</b>	<b>3.9</b>	<b>19.0</b>	<b>36.6</b>	<b>18.3</b>	<b>11.8</b>	<b>5.9</b>	<b>2.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>21</b>	<b>81.7</b>	<b>10</b>	<b>115</b>
REUS	JET2.COM LTD	C	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	134	0.0	0	0	
REUS	RYANAIR	S	19	0	1	10.0	20.0	35.0	25.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	11	88.9	8	18	
<b>TOTAL REUS</b>				<b>20</b>	<b>0</b>	<b>1</b>	<b>9.5</b>	<b>19.0</b>	<b>33.3</b>	<b>23.8</b>	<b>4.8</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>18</b>	<b>88.9</b>	<b>8</b>	<b>18</b>
SANTANDER	RYANAIR	S	41	0	2	2.3	18.6	48.8	11.6	11.6	2.3	0.0	0.0	0.0	0.0	4.7	13	77.3	18	43	
<b>TOTAL SANTANDER</b>				<b>41</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>18.6</b>	<b>48.8</b>	<b>11.6</b>	<b>11.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>13</b>	<b>77.3</b>	<b>18</b>	<b>43</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	32	0	0	0.0	25.0	37.5	21.9	9.4	6.3	0.0	0.0	0.0	0.0	0.0	18	81.3	12	32	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>				<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>21.9</b>	<b>9.4</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.3</b>	<b>12</b>	<b>32</b>
SEVILLE	RYANAIR	S	74	0	1	2.7	13.3	46.7	21.3	6.7	8.0	0.0	0.0	0.0	0.0	1.3	18	78.9	13	76	
<b>TOTAL SEVILLE</b>				<b>74</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>13.3</b>	<b>46.7</b>	<b>21.3</b>	<b>6.7</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>18</b>	<b>78.9</b>	<b>13</b>	<b>76</b>
VALENCIA	RYANAIR	S	60	0	1	1.6	29.5	42.6	11.5	6.6	6.6	0.0	0.0	0.0	0.0	1.6	15	80.6	14	62	
<b>TOTAL VALENCIA</b>				<b>60</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>29.5</b>	<b>42.6</b>	<b>11.5</b>	<b>6.6</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>80.6</b>	<b>14</b>	<b>62</b>
ZARAGOZA	RYANAIR	S	42	0	2	0.0	15.9	40.9	15.9	13.6	6.8	2.3	0.0	0.0	0.0	4.5	23	79.5	12	44	
<b>TOTAL ZARAGOZA</b>				<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.9</b>	<b>40.9</b>	<b>15.9</b>	<b>13.6</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>23</b>	<b>79.5</b>	<b>12</b>	<b>44</b>
<b>TOTAL SPAIN</b>				<b>1421</b>	<b>0</b>	<b>34</b>	<b>4.7</b>	<b>20.8</b>	<b>36.7</b>	<b>15.4</b>	<b>12.2</b>	<b>6.1</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>19</b>	<b>77.2</b>	<b>15</b>	<b>1387</b>
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
ARRECIFE	JET2.COM LTD	S	45	0	1	2.2	13.0	37.0	21.7	13.0	4.3	6.5	0.0	0.0	0.0	2.2	27	100.0	2	2	
ARRECIFE	RYANAIR	S	44	0	0	0.0	15.9	40.9	22.7	6.8	6.8	6.8	0.0	0.0	0.0	0.0	28	76.1	15	46	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	11	18		
ARRECIFE	TUI AIRWAYS LTD	C	10	0	0	10.0	20.0	40.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	25	90.0	12	10	
<b>TOTAL ARRECIFE</b>				<b>99</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>15.0</b>	<b>39.0</b>	<b>21.0</b>	<b>9.0</b>	<b>7.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>27</b>	<b>76.6</b>	<b>13</b>	<b>77</b>
FUERTEVENTURA	JET2.COM LTD	S	25	0	1	0.0	42.3	30.8	11.5	11.5	0.0	0.0	0.0	0.0	0.0	3.8	10	100.0	3	2	

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ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	15 m to 30 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
FUERTEVENTURA	RYANAIR	S	36	0	0	2.8	16.7	52.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	23	36	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	44	8	
FUERTEVENTURA	TUI AIRWAYS LTD	C	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	4	10	
<b>TOTAL FUERTEVENTURA</b>			<b>71</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>31.9</b>	<b>43.1</b>	<b>15.3</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>9</b>	<b>76.8</b>	<b>22</b>	<b>56</b>	
LAS PALMAS	JET2.COM LTD	S	28	0	0	0.0	25.0	42.9	10.7	3.6	14.3	3.6	0.0	0.0	0.0	0.0	22	0.0	0	0	
LAS PALMAS	RYANAIR	S	52	0	0	9.6	7.7	36.5	23.1	11.5	9.6	0.0	1.9	0.0	0.0	0.0	24	52.0	28	50	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	15	8	
<b>TOTAL LAS PALMAS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>14.8</b>	<b>42.0</b>	<b>17.0</b>	<b>8.0</b>	<b>10.2</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>55.2</b>	<b>26</b>	<b>58</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	55	0	1	3.6	21.4	48.2	8.9	7.1	7.1	1.8	0.0	0.0	0.0	1.8	16	50.0	18	2	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	78	0	0	5.1	19.2	41.0	17.9	10.3	3.8	0.0	2.6	0.0	0.0	0.0	20	71.4	13	77	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	90.0	5	20	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	55.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	94.4	4	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>152</b>	<b>0</b>	<b>1</b>	<b>3.9</b>	<b>20.3</b>	<b>45.8</b>	<b>13.1</b>	<b>9.8</b>	<b>4.6</b>	<b>0.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>17</b>	<b>77.8</b>	<b>10</b>	<b>117</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>410</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>19.9</b>	<b>42.9</b>	<b>16.2</b>	<b>8.7</b>	<b>5.6</b>	<b>1.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>19</b>	<b>73.1</b>	<b>16</b>	<b>308</b>	
GOTEBORG (LANDVETTER)	RYANAIR	S	79	0	2	0.0	6.2	35.8	29.6	19.8	3.7	0.0	2.5	0.0	0.0	2.5	26	71.3	15	80	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>79</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>6.2</b>	<b>35.8</b>	<b>29.6</b>	<b>19.8</b>	<b>3.7</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>26</b>	<b>71.3</b>	<b>15</b>	<b>80</b>	
STOCKHOLM (ARLANDA)	RYANAIR	S	3	0	0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	68	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	135	0	3	4.3	21.7	37.0	11.6	17.4	5.1	0.7	0.0	0.0	0.0	2.2	17	84.9	10	106	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>135</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>21.7</b>	<b>37.0</b>	<b>11.6</b>	<b>17.4</b>	<b>5.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>84.9</b>	<b>10</b>	<b>106</b>	
VASTERAS	RYANAIR	S	34	0	0	0.0	17.6	55.9	14.7	5.9	2.9	0.0	0.0	2.9	0.0	0.0	23	97.2	3	36	
<b>TOTAL VASTERAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>55.9</b>	<b>14.7</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>97.2</b>	<b>3</b>	<b>36</b>	
<b>TOTAL SWEDEN</b>			<b>251</b>	<b>0</b>	<b>5</b>	<b>2.3</b>	<b>16.0</b>	<b>39.1</b>	<b>17.6</b>	<b>16.8</b>	<b>4.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>2.0</b>	<b>22</b>	<b>82.0</b>	<b>11</b>	<b>222</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	RYANAIR	S	48	0	0	0.0	18.8	41.7	10.4	12.5	10.4	2.1	4.2	0.0	0.0	0.0	31	87.5	7	48	
<b>TOTAL BALE MULHOUSE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>41.7</b>	<b>10.4</b>	<b>12.5</b>	<b>10.4</b>	<b>2.1</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>87.5</b>	<b>7</b>	<b>48</b>	
BERNE	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2	
<b>TOTAL BERNE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>23</b>	<b>2</b>	
GENEVA	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	132	0	4	3.7	34.6	33.1	7.4	10.3	2.9	3.7	1.5	0.0	0.0	2.9	19	85.8	7	120	
GENEVA	JET2.COM LTD	S	42	0	0	7.1	26.2	35.7	11.9	7.1	2.4	4.8	4.8	0.0	0.0	0.0	31	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

## Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GENEVA	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
GENEVA	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	3	
<b>TOTAL GENEVA</b>			<b>174</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>32.6</b>	<b>33.7</b>	<b>8.4</b>	<b>9.6</b>	<b>2.8</b>	<b>3.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>22</b>	<b>85.6</b>	<b>7</b>	<b>125</b>	
ZURICH	SWISS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	3	
ZURICH	TITAN AIRWAYS LTD	C	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL ZURICH</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>66.7</b>	<b>14</b>	<b>3</b>	
<b>TOTAL SWITZERLAND</b>			<b>226</b>	<b>0</b>	<b>4</b>	<b>3.5</b>	<b>29.1</b>	<b>35.2</b>	<b>9.1</b>	<b>10.9</b>	<b>4.3</b>	<b>3.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>24</b>	<b>85.4</b>	<b>7</b>	<b>178</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8	
ANTALYA	JET2.COM LTD	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	7	0	0	0.0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	25	100.0	5	2	
DALAMAN	THOMAS COOK AIRLINES LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
<b>TOTAL DALAMAN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>66.7</b>	<b>10</b>	<b>3</b>	
ISTANBUL	ATLASJET INTERNATIONAL	S	62	0	0	6.5	30.6	35.5	14.5	8.1	4.8	0.0	0.0	0.0	0.0	0.0	12	79.0	12	62	
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>30.6</b>	<b>35.5</b>	<b>14.5</b>	<b>8.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.0</b>	<b>12</b>	<b>62</b>	
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	187	0	0	9.1	19.3	40.6	18.7	8.6	2.7	0.0	1.1	0.0	0.0	0.0	14	56.9	17	130	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>19.3</b>	<b>40.6</b>	<b>18.7</b>	<b>8.6</b>	<b>2.7</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>56.9</b>	<b>17</b>	<b>130</b>	
IZMIR (ADNAN MENDERES)	FREEBIRD AIRLINES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	29	8	
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	28	0	0	7.1	21.4	32.1	17.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	14	84.6	7	26	
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>32.1</b>	<b>17.9</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.5</b>	<b>12</b>	<b>34</b>	
<b>TOTAL TURKEY</b>			<b>289</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>21.8</b>	<b>38.8</b>	<b>17.6</b>	<b>10.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.1</b>	<b>14</b>	<b>237</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	246	0	4	0.4	38.4	30.4	10.8	10.8	2.8	3.6	0.8	0.4	0.0	1.6	20	83.2	7	255	
BELFAST INTERNATIONAL	RYANAIR	S	184	0	3	13.4	33.7	26.7	14.4	7.0	2.7	0.5	0.0	0.0	0.0	1.6	11	0.0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>430</b>	<b>0</b>	<b>7</b>	<b>5.9</b>	<b>36.4</b>	<b>28.8</b>	<b>12.4</b>	<b>9.2</b>	<b>2.7</b>	<b>2.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>83.2</b>	<b>7</b>	<b>255</b>	
CARDIFF WALES	TITAN AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CITY OF DERRY (EGLINTON)	BMI REGIONAL	S	109	0	7	1.7	17.2	33.6	18.1	9.5	12.1	1.7	0.0	0.0	0.0	6.0	24	0.0	0	0	
CITY OF DERRY (EGLINTON)	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	44	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MARCH 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAR 2017		
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>109</b>	<b>0</b>	<b>7</b>	<b>1.7</b>	<b>17.2</b>	<b>33.6</b>	<b>18.1</b>	<b>9.5</b>	<b>12.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>24</b>	<b>100.0</b>	<b>2</b>	<b>44</b>
DUNDEE	LOGANAIR LTD	S	91	0	5	7.3	41.7	34.4	4.2	4.2	3.1	0.0	0.0	0.0	0.0	5.2	8	89.0	6	100
<b>TOTAL DUNDEE</b>			<b>91</b>	<b>0</b>	<b>5</b>	<b>7.3</b>	<b>41.7</b>	<b>34.4</b>	<b>4.2</b>	<b>4.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>8</b>	<b>89.0</b>	<b>6</b>	<b>100</b>
EDINBURGH	AUSTRIAN AIRLINES	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
EDINBURGH	BA CITYFLYER LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	205	0	23	5.3	30.3	31.1	7.9	8.8	5.3	1.3	0.0	0.0	0.0	10.1	15	72.5	13	236
EDINBURGH	FLYBE LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
EDINBURGH	RYANAIR	S	48	0	4	0.0	7.7	21.2	21.2	32.7	9.6	0.0	0.0	0.0	0.0	7.7	31	79.1	9	235
<b>TOTAL EDINBURGH</b>			<b>254</b>	<b>0</b>	<b>27</b>	<b>4.3</b>	<b>26.3</b>	<b>29.2</b>	<b>10.3</b>	<b>13.2</b>	<b>6.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.6</b>	<b>18</b>	<b>75.7</b>	<b>11</b>	<b>473</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	146	0	16	3.7	32.1	32.7	11.1	6.8	2.5	0.0	1.2	0.0	0.0	9.9	14	77.9	12	163
GLASGOW	RYANAIR	S	34	0	2	2.8	11.1	30.6	16.7	25.0	5.6	0.0	2.8	0.0	0.0	5.6	31	82.1	8	161
GLASGOW	TITAN AIRWAYS LTD	C	3	0	0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL GLASGOW</b>			<b>183</b>	<b>0</b>	<b>18</b>	<b>4.0</b>	<b>27.9</b>	<b>32.3</b>	<b>12.4</b>	<b>10.0</b>	<b>3.0</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>	<b>17</b>	<b>80.0</b>	<b>10</b>	<b>324</b>
GUERNSEY	AURIGNY AIR SERVICES	S	38	0	3	2.4	34.1	22.0	9.8	12.2	2.4	4.9	4.9	0.0	0.0	7.3	36	66.7	19	34
<b>TOTAL GUERNSEY</b>			<b>38</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>34.1</b>	<b>22.0</b>	<b>9.8</b>	<b>12.2</b>	<b>2.4</b>	<b>4.9</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>36</b>	<b>66.7</b>	<b>19</b>	<b>34</b>
INVERNESS	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL INVERNESS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	FLYBE LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	35	12
<b>TOTAL NEWQUAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>50.0</b>	<b>35</b>	<b>12</b>
PRESTWICK	EASYJET AIRLINE COMPANY LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	161	1
<b>TOTAL PRESTWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>161</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1107</b>	<b>0</b>	<b>68</b>	<b>4.8</b>	<b>30.9</b>	<b>30.2</b>	<b>11.7</b>	<b>10.0</b>	<b>4.5</b>	<b>1.4</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>5.8</b>	<b>17</b>	<b>79.7</b>	<b>10</b>	<b>1243</b>
<b>TOTAL STANSTED</b>			<b>12815</b>	<b>0</b>	<b>365</b>	<b>4.6</b>	<b>21.3</b>	<b>36.1</b>	<b>15.4</b>	<b>12.5</b>	<b>5.5</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>2.8</b>	<b>20</b>	<b>80.7</b>	<b>11</b>	<b>12031</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE											MAR 2017				
						NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat				
A CORUNA		HEATHROW	VUELING AIRLINES	S	A	31	0	0	6.5	51.6	32.3	0.0	3.2	6.5	0.0	0.0	0.0	0.0	0.0	8	87.1	5	31
		HEATHROW	VUELING AIRLINES	S	D	31	0	0	0.0	29.0	51.6	6.5	3.2	6.5	3.2	0.0	0.0	0.0	0.0	15	71.0	10	31
<b>TOTAL A CORUNA</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>40.3</b>	<b>41.9</b>	<b>3.2</b>	<b>3.2</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.0</b>	<b>8</b>	<b>62</b>
AALBORG		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	13	0	0	7.7	38.5	23.1	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	60.0	32	10
		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	13	0	0	0.0	53.8	23.1	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	16	80.0	6	10
		STANSTED	RYANAIR	S	A	18	0	0	0.0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
		STANSTED	RYANAIR	S	D	18	0	0	0.0	27.8	55.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL AALBORG</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>30.6</b>	<b>35.5</b>	<b>16.1</b>	<b>9.7</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.0</b>	<b>19</b>	<b>20</b>
AARHUS (TIRSTRUP)		BIRMINGHAM	CELLO AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
		STANSTED	RYANAIR	S	A	24	0	0	8.3	54.2	8.3	16.7	4.2	4.2	4.2	0.0	0.0	0.0	0.0	17	90.0	6	20
		STANSTED	RYANAIR	S	D	24	0	0	0.0	12.5	58.3	12.5	12.5	0.0	4.2	0.0	0.0	0.0	0.0	17	85.0	6	20
<b>TOTAL AARHUS (TIRSTRUP)</b>						<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.3</b>	<b>33.3</b>	<b>14.6</b>	<b>8.3</b>	<b>2.1</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.8</b>	<b>6</b>	<b>41</b>
ABERDEEN		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	29	0	2	3.2	51.6	22.6	6.5	6.5	3.2	0.0	0.0	0.0	0.0	6.5	7	100.0	0	33
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	29	0	2	0.0	35.5	41.9	3.2	9.7	3.2	0.0	0.0	0.0	0.0	6.5	9	100.0	0	32
		BELFAST INTERNATIONAL	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
		BIRMINGHAM	FLYBE LTD	S	A	74	0	4	6.4	50.0	15.4	6.4	6.4	7.7	2.6	0.0	0.0	0.0	5.1	17	91.6	9	95
		BIRMINGHAM	FLYBE LTD	S	D	73	0	5	0.0	15.4	47.4	5.1	7.7	11.5	3.8	2.6	0.0	0.0	6.4	30	79.8	17	94
		BRISTOL	BMI REGIONAL	S	A	29	0	4	9.1	36.4	24.2	0.0	9.1	3.0	3.0	3.0	0.0	0.0	12.1	21	69.2	15	38
		BRISTOL	BMI REGIONAL	S	D	28	0	2	0.0	40.0	36.7	6.7	3.3	3.3	0.0	3.3	0.0	0.0	6.7	16	60.5	21	38
		CARDIFF WALES	EASTERN AIRWAYS	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
		CARDIFF WALES	EASTERN AIRWAYS	S	D	16	0	6	0.0	9.1	31.8	13.6	9.1	0.0	0.0	9.1	0.0	0.0	27.3	37	73.9	10	21
		DONCASTER SHEFFIELD	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	73	0.0	0	0
		GLASGOW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2
		GLASGOW	EASYJET SWITZERLAND	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
		LEEDS BRADFORD	EASTERN AIRWAYS	S	A	47	0	19	3.0	19.7	19.7	6.1	12.1	4.5	4.5	1.5	0.0	0.0	28.8	30	86.2	6	57
		LEEDS BRADFORD	EASTERN AIRWAYS	S	D	46	0	20	0.0	22.7	25.8	7.6	4.5	7.6	1.5	0.0	0.0	0.0	30.3	19	93.1	6	57

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2017		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	1	16.0	34.0	26.0	8.0	6.0	2.0	6.0	0.0	0.0	0.0	2.0	17	74.5	13	51							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	1	0.0	34.0	40.0	10.0	10.0	0.0	2.0	2.0	0.0	0.0	2.0	17	76.5	13	51							
HEATHROW	BRITISH AIRWAYS PLC	S	A	205	0	10	17.7	40.9	18.6	7.0	5.6	0.9	2.3	2.3	0.0	0.0	4.7	15	91.4	4	209							
HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	9	0.0	47.9	31.6	7.4	5.1	1.4	0.9	1.4	0.0	0.0	4.2	12	91.4	4	209							
HEATHROW	FLYBE LTD	S	A	76	0	4	13.8	45.0	18.8	5.0	8.8	2.5	1.3	0.0	0.0	0.0	5.0	11	88.2	4	17							
HEATHROW	FLYBE LTD	S	D	75	0	5	0.0	53.8	23.8	5.0	5.0	6.3	0.0	0.0	0.0	0.0	6.3	10	88.2	3	17							
LONDON CITY	FLYBE LTD	S	A	42	0	5	4.3	40.4	29.8	4.3	4.3	6.4	0.0	0.0	0.0	0.0	10.6	10	86.3	8	51							
LONDON CITY	FLYBE LTD	S	D	42	0	6	0.0	22.9	43.8	4.2	10.4	6.3	0.0	0.0	0.0	0.0	12.5	14	71.2	16	52							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	24	0	1	16.0	36.0	16.0	8.0	8.0	12.0	0.0	0.0	0.0	0.0	4.0	16	55.6	22	27							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	24	0	1	0.0	40.0	32.0	8.0	4.0	12.0	0.0	0.0	0.0	0.0	4.0	16	63.0	20	27							
MANCHESTER	FLYBE LTD	S	A	157	0	4	5.6	42.2	36.6	6.8	4.3	0.6	1.2	0.0	0.0	0.0	2.5	8	92.3	5	168							
MANCHESTER	FLYBE LTD	S	D	158	0	3	0.0	26.7	55.9	9.9	3.7	0.0	1.9	0.0	0.0	0.0	1.9	9	91.1	8	168							
NEWCASTLE	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.1	12	67							
NEWCASTLE	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.5	14	69							
NEWCASTLE	FLYBE LTD	S	A	50	0	20	7.1	21.4	18.6	4.3	7.1	11.4	1.4	0.0	0.0	0.0	28.6	23	0.0	0	0							
NEWCASTLE	FLYBE LTD	S	D	57	0	13	0.0	10.0	34.3	8.6	10.0	8.6	4.3	5.7	0.0	0.0	18.6	40	0.0	0	0							
SOUTHAMPTON	EASTERN AIRWAYS	S	A	6	0	3	0.0	11.1	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	33.3	24	92.2	6	64							
SOUTHAMPTON	EASTERN AIRWAYS	S	D	4	0	5	0.0	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	55.6	16	96.6	2	59							
SOUTHAMPTON	FLYBE LTD	S	A	35	0	5	25.0	20.0	15.0	12.5	5.0	7.5	0.0	2.5	0.0	0.0	12.5	25	0.0	0	0							
SOUTHAMPTON	FLYBE LTD	S	D	38	0	7	0.0	35.6	28.9	4.4	8.9	6.7	0.0	0.0	0.0	0.0	15.6	14	0.0	0	0							
SOUTHEND	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0							
DURHAM TEES VALLEY	EASTERN AIRWAYS	S	A	9	0	0	0.0	11.1	22.2	11.1	22.2	22.2	0.0	11.1	0.0	0.0	0.0	61	77.4	10	59							
DURHAM TEES VALLEY	EASTERN AIRWAYS	S	D	9	0	0	0.0	33.3	33.3	0.0	0.0	0.0	11.1	22.2	0.0	0.0	0.0	80	82.1	13	66							
DURHAM TEES VALLEY	FLYBE LTD	S	A	38	0	7	13.3	26.7	13.3	8.9	4.4	11.1	4.4	2.2	0.0	0.0	15.6	29	0.0	0	0							
DURHAM TEES VALLEY	FLYBE LTD	S	D	26	0	7	6.1	24.2	27.3	6.1	3.0	9.1	3.0	0.0	0.0	0.0	21.2	18	0.0	0	0							
DURHAM TEES VALLEY	LOGANAIR LTD	S	A	28	0	5	3.0	30.3	27.3	6.1	6.1	12.1	0.0	0.0	0.0	0.0	15.2	19	0.0	0	0							
DURHAM TEES VALLEY	LOGANAIR LTD	S	D	28	0	5	0.0	39.4	21.2	6.1	3.0	15.2	0.0	0.0	0.0	0.0	15.2	19	0.0	0	0							
<b>TOTAL ABERDEEN</b>				<b>1809</b>	<b>0</b>	<b>194</b>	<b>5.3</b>	<b>34.5</b>	<b>29.5</b>	<b>7.0</b>	<b>6.3</b>	<b>4.6</b>	<b>1.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>17</b>	<b>85.9</b>	<b>8</b>	<b>1900</b>							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: A																	MAR 2017			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
		-----						-----											-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ABU DHABI - BATEEN	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1
<b>TOTAL ABU DHABI - BATEEN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>
ABU DHABI INTERNATIONAL	EDINBURGH	ETIHAD AIRWAYS	S	A	22	0	0	31.8	45.5	18.2	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	8	95.2	7	21
	EDINBURGH	ETIHAD AIRWAYS	S	D	22	0	0	0.0	22.7	40.9	18.2	9.1	4.5	0.0	4.5	0.0	0.0	0.0	29	57.1	21	21
	GATWICK	ETIHAD AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	64.5	16.1	3.2	0.0	0.0	0.0	3.2	0.0	0.0	0.0	8	93.3	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	45.2	12.9	0.0	9.7	0.0	0.0	0.0	0.0	0.0	14	90.3	6	31
	HEATHROW	ETIHAD AIRWAYS	S	A	93	0	0	21.5	34.4	29.0	7.5	5.4	2.2	0.0	0.0	0.0	0.0	0.0	8	88.2	12	93
	HEATHROW	ETIHAD AIRWAYS	S	D	92	0	2	2.1	20.2	50.0	16.0	5.3	4.3	0.0	0.0	0.0	0.0	2.1	12	88.2	9	93
	MANCHESTER	ETIHAD AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	MANCHESTER	ETIHAD AIRWAYS	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	ETIHAD AIRWAYS	S	A	62	0	0	41.9	27.4	22.6	0.0	4.8	1.6	0.0	1.6	0.0	0.0	0.0	9	85.5	10	62
	MANCHESTER	ETIHAD AIRWAYS	S	D	62	0	0	0.0	22.6	46.8	9.7	11.3	6.5	1.6	1.6	0.0	0.0	0.0	20	77.4	12	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>417</b>	<b>0</b>	<b>2</b>	<b>14.3</b>	<b>30.3</b>	<b>35.6</b>	<b>9.1</b>	<b>5.3</b>	<b>3.6</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>85.5</b>	<b>10</b>	<b>414</b>
ABUJA	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	35.5	25.8	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	6	57.1	22	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	0.0	34.4	40.6	6.3	9.4	9.4	0.0	0.0	0.0	0.0	0.0	14	100.0	2	6
<b>TOTAL ABUJA</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>34.9</b>	<b>33.3</b>	<b>4.8</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.9</b>	<b>13</b>	<b>13</b>
ACCRA	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	34	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	32.3	25.8	6.5	6.5	3.2	9.7	3.2	0.0	0.0	0.0	30	80.6	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	19.4	32.3	22.6	16.1	3.2	6.5	0.0	0.0	0.0	46	38.7	26	31
<b>TOTAL ACCRA</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>15.9</b>	<b>22.2</b>	<b>20.6</b>	<b>14.3</b>	<b>9.5</b>	<b>6.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>58.7</b>	<b>18</b>	<b>63</b>
ADDIS ABABA	HEATHROW	ETHIOPIAN AIRLINES	S	A	31	0	0	32.3	25.8	16.1	12.9	6.5	3.2	0.0	3.2	0.0	0.0	0.0	20	58.1	15	31
	HEATHROW	ETHIOPIAN AIRLINES	S	D	32	0	0	0.0	15.6	56.3	9.4	12.5	6.3	0.0	0.0	0.0	0.0	0.0	17	93.5	4	31
<b>TOTAL ADDIS ABABA</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>20.6</b>	<b>36.5</b>	<b>11.1</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.8</b>	<b>9</b>	<b>62</b>



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: A																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		-----							-----										-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ADLER / SOCHI	HEATHROW	YAMAL AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL ADLER / SOCHI</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
AGADIR (AL MASSIRA)	GATWICK	CITY JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1
	GATWICK	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	35.7	21.4	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	12	69.2	31	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	0.0	78.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	76.9	18	13
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	22.2	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	33	77.8	15	9
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	7	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0
	STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	29	37.5	41	8
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	62.5	24	8
	MANCHESTER	AIR ARABIA MAROC	S	A	9	0	0	0.0	55.6	11.1	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	20	0.0	0	0
	MANCHESTER	AIR ARABIA MAROC	S	D	9	0	0	0.0	22.2	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	62.5	0.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	24	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	3	9
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	9
<b>TOTAL AGADIR (AL MASSIRA)</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>16.1</b>	<b>39.8</b>	<b>13.6</b>	<b>10.2</b>	<b>5.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.5</b>	<b>19</b>	<b>80</b>
AHMEDABAD	HEATHROW	AIR INDIA	S	A	17	0	0	58.8	5.9	17.6	0.0	0.0	11.8	5.9	0.0	0.0	0.0	0.0	23	88.9	23	18
	HEATHROW	AIR INDIA	S	D	18	0	0	5.6	38.9	11.1	5.6	22.2	11.1	0.0	5.6	0.0	0.0	0.0	32	58.8	34	17
<b>TOTAL AHMEDABAD</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>31.4</b>	<b>22.9</b>	<b>14.3</b>	<b>2.9</b>	<b>11.4</b>	<b>11.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>74.3</b>	<b>28</b>	<b>35</b>
AKUREYRI	BOURNEMOUTH	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	230	0.0	0	0
	GATWICK	ENTER AIR	C	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL AKUREYRI</b>					<b>1</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>230</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ALDERNEY	JERSEY	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4
	JERSEY	AURIGNY AIR SERVICES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	4
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	60	0	25	3.5	37.6	11.8	3.5	7.1	2.4	2.4	2.4	0.0	0.0	29.4	24	77.3	22	66

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE											MAR 2017		
						NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017	
C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
		60	0	25	5.9	29.4	14.1	5.9	10.6	1.2	2.4	1.2	0.0	0.0	29.4	21	69.7	31	66		
<b>TOTAL ALDERNEY</b>		<b>120</b>	<b>0</b>	<b>50</b>	<b>4.7</b>	<b>33.5</b>	<b>12.9</b>	<b>4.7</b>	<b>8.8</b>	<b>1.8</b>	<b>2.4</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>29.4</b>	<b>22</b>	<b>72.1</b>	<b>26</b>	<b>140</b>		
ALGHERO (FERTILIA)																					
		9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
		9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
		3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	50.0	22	2		
		3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	27	50.0	18	2		
<b>TOTAL ALGHERO (FERTILIA)</b>		<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>20</b>	<b>4</b>		
ALGIERS																					
		24	0	0	12.5	37.5	20.8	8.3	12.5	0.0	8.3	0.0	0.0	0.0	0.0	20	68.2	12	22		
		24	0	0	0.0	25.0	33.3	20.8	12.5	4.2	4.2	0.0	0.0	0.0	0.0	22	54.5	18	22		
		21	0	0	4.8	19.0	38.1	14.3	23.8	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	15	21		
		21	0	0	0.0	33.3	19.0	19.0	23.8	4.8	0.0	0.0	0.0	0.0	0.0	20	61.9	20	21		
<b>TOTAL ALGIERS</b>		<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>28.9</b>	<b>27.8</b>	<b>15.6</b>	<b>17.8</b>	<b>2.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>62.8</b>	<b>16</b>	<b>86</b>		
ALICANTE																					
		9	0	0	22.2	44.4	0.0	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	27	77.8	16	9		
		9	0	0	0.0	22.2	33.3	11.1	11.1	11.1	0.0	11.1	0.0	0.0	0.0	37	55.6	34	9		
		18	0	0	38.9	44.4	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	68.8	30	16		
		19	0	0	10.5	15.8	57.9	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	8	76.5	25	17		
		9	0	0	33.3	11.1	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	76.9	18	13		
		10	0	0	10.0	20.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	6	13		
		15	0	0	20.0	33.3	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	60.0	22	15		
		15	0	0	13.3	6.7	73.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	86.7	7	15		
		1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
		26	0	1	3.7	48.1	29.6	7.4	0.0	3.7	0.0	0.0	3.7	0.0	3.7	67	100.0	0	1		
		27	0	0	0.0	11.1	66.7	14.8	0.0	3.7	0.0	0.0	3.7	0.0	0.0	68	100.0	1	1		
		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	5	31		
		0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	6	31		
		31	0	1	18.8	37.5	28.1	3.1	6.3	3.1	0.0	0.0	0.0	0.0	3.1	7	80.6	10	31		
		30	0	1	0.0	12.9	61.3	16.1	3.2	3.2	0.0	0.0	0.0	0.0	3.2	11	83.9	8	31		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	TUI AIRWAYS LTD	C A	7	0	0	0.0	42.9	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	22	4			
BIRMINGHAM	TUI AIRWAYS LTD	C D	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	15	5			
BIRMINGHAM	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
BIRMINGHAM	VUELING AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	4	7			
BIRMINGHAM	VUELING AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	34	7			
BOURNEMOUTH	RYANAIR	S A	11	0	0	0.0	18.2	36.4	9.1	18.2	0.0	9.1	9.1	0.0	0.0	0.0	50	72.7	12	11			
BOURNEMOUTH	RYANAIR	S D	10	0	0	0.0	40.0	50.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	29	100.0	2	11			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	38	0	3	9.8	26.8	29.3	9.8	4.9	7.3	2.4	0.0	2.4	0.0	7.3	34	69.4	13	36			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	39	0	3	0.0	11.9	40.5	26.2	7.1	4.8	0.0	0.0	2.4	0.0	7.1	35	63.9	18	36			
BRISTOL	RYANAIR	S A	25	0	0	32.0	20.0	24.0	8.0	4.0	8.0	0.0	4.0	0.0	0.0	0.0	20	80.0	9	25			
BRISTOL	RYANAIR	S D	25	0	0	0.0	36.0	32.0	8.0	8.0	8.0	0.0	8.0	0.0	0.0	0.0	32	72.0	15	25			
BRISTOL	TUI AIRWAYS LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4			
BRISTOL	TUI AIRWAYS LTD	C D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	22	4			
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	22.2	22.2	11.1	11.1	0.0	0.0	11.1	0.0	0.0	119	71.4	12	7			
CARDIFF WALES	TUI AIRWAYS LTD	C D	8	1	0	0.0	33.3	44.4	0.0	0.0	11.1	0.0	0.0	0.0	11.1	0.0	12	87.5	6	8			
CARDIFF WALES	VUELING AIRLINES	S A	12	0	0	16.7	16.7	58.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	13	15			
CARDIFF WALES	VUELING AIRLINES	S D	12	0	0	0.0	25.0	66.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	13	15			
DONCASTER SHEFFIELD	FLYBE LTD	S A	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	84.6	7	13			
DONCASTER SHEFFIELD	FLYBE LTD	S D	10	0	0	0.0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	9	13			
DONCASTER SHEFFIELD	JET2.COM LTD	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	8	0	0	0.0	37.5	37.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	26	53.8	21	13			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	0.0	55.6	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	20	53.8	29	13			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	25	0	0	16.0	48.0	20.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	0.0	29	86.4	10	22			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	26	0	0	0.0	42.3	34.6	3.8	11.5	0.0	0.0	3.8	3.8	0.0	0.0	29	81.8	8	22			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	39	0	2	2.4	48.8	29.3	2.4	4.9	4.9	2.4	0.0	0.0	0.0	4.9	12	78.7	16	47			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	40	0	1	0.0	14.6	65.9	12.2	2.4	0.0	2.4	0.0	0.0	0.0	2.4	11	83.0	10	47			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	25.0	30	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	7	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	15	40.0	19	5			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	7	8		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	8		
EDINBURGH	JET2.COM LTD	S	A	13	0	0	15.4	46.2	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	76.9	14	13		
EDINBURGH	JET2.COM LTD	S	D	13	0	0	0.0	69.2	15.4	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	84.6	5	13		
EDINBURGH	RYANAIR	S	A	19	0	1	5.0	25.0	40.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	12	55.0	21	20		
EDINBURGH	RYANAIR	S	D	19	0	1	0.0	45.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	8	75.0	9	20		
EDINBURGH	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	37	8		
EDINBURGH	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	57	8		
EXETER	FLYBE LTD	S	A	13	0	0	0.0	38.5	38.5	15.4	0.0	0.0	0.0	7.7	0.0	0.0	0.0	23	66.7	15	15		
EXETER	FLYBE LTD	S	D	13	0	0	0.0	15.4	69.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	18	15		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	23	0	2	24.0	44.0	16.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	8.0	4	81.8	13	22		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	23	0	2	0.0	36.0	44.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	8.0	7	79.2	16	24		
GLASGOW	JET2.COM LTD	S	A	21	0	1	0.0	40.9	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	4.5	8	78.9	7	19		
GLASGOW	JET2.COM LTD	S	D	20	0	1	0.0	42.9	42.9	9.5	0.0	0.0	0.0	0.0	0.0	0.0	4.8	7	100.0	2	19		
GLASGOW	RYANAIR	S	A	12	0	0	16.7	58.3	8.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	76.9	15	13		
GLASGOW	RYANAIR	S	D	12	0	1	0.0	30.8	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	7.7	14	76.9	25	13		
GLASGOW	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
GLASGOW	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	25.0	54	4		
GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	14	5		
LEEDS BRADFORD	JET2.COM LTD	S	A	26	0	3	13.8	37.9	10.3	6.9	0.0	10.3	3.4	6.9	0.0	0.0	10.3	38	76.9	16	26		
LEEDS BRADFORD	JET2.COM LTD	S	D	25	0	3	0.0	21.4	32.1	7.1	14.3	7.1	0.0	7.1	0.0	0.0	10.7	38	76.9	12	26		
LEEDS BRADFORD	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	5	12		
LEEDS BRADFORD	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	13		
LEEDS BRADFORD	RYANAIR	S	A	22	0	3	20.0	28.0	20.0	4.0	8.0	8.0	0.0	0.0	0.0	0.0	12.0	12	92.0	3	24		
LEEDS BRADFORD	RYANAIR	S	D	23	0	2	4.0	12.0	56.0	4.0	12.0	4.0	0.0	0.0	0.0	0.0	8.0	14	84.0	11	25		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	14	0	0	0.0	14.3	35.7	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	14	0	0	0.0	14.3	64.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	35.5	35.5	6.5	6.5	9.7	3.2	0.0	0.0	0.0	0.0	3.2	10	80.0	19	30	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	35.5	48.4	3.2	3.2	6.5	0.0	0.0	0.0	0.0	3.2	9	71.0	16	31	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	27	0	1	10.7	28.6	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	3.6	7	76.9	16	26	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	27	0	1	0.0	21.4	57.1	14.3	3.6	0.0	0.0	0.0	0.0	0.0	3.6	6	96.0	5	25	
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	6.3	31.3	40.6	3.1	3.1	12.5	0.0	3.1	0.0	0.0	0.0	22	84.0	13	25	
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	0	0.0	18.8	50.0	15.6	9.4	3.1	0.0	3.1	0.0	0.0	0.0	21	76.0	9	25	
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	81	0	1	23.2	31.7	20.7	7.3	12.2	2.4	1.2	0.0	0.0	0.0	1.2	12	78.5	17	79	
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	0.0	20.7	62.2	7.3	7.3	2.4	0.0	0.0	0.0	0.0	0.0	10	71.3	14	79	
GATWICK	GATWICK	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	51.6	25	31	
GATWICK	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.0	12	31	
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	14	0	0	7.1	35.7	42.9	0.0	0.0	7.1	7.1	0.0	0.0	0.0	0.0	20	69.2	14	13	
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	14	0	0	0.0	57.1	21.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	20	13	
GATWICK	GATWICK	RYANAIR	S	A	27	0	0	7.4	63.0	25.9	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	70.4	18	27	
GATWICK	GATWICK	RYANAIR	S	D	27	0	0	0.0	7.4	63.0	14.8	11.1	0.0	0.0	3.7	0.0	0.0	0.0	20	55.6	31	27	
GATWICK	GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	17	6	
GATWICK	GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	75.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	100.0	8	6	
LUTON	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	10.4	20.8	35.4	12.5	14.6	4.2	2.1	0.0	0.0	0.0	0.0	17	64.1	22	39	
LUTON	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	0.0	14.3	49.0	22.4	10.2	4.1	0.0	0.0	0.0	0.0	0.0	16	70.0	15	40	
LUTON	LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	16	20	
LUTON	LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	15	20	
STANSTED	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1	
STANSTED	STANSTED	JET2.COM LTD	S	A	20	0	0	20.0	20.0	40.0	0.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	11	0.0	22	2	
STANSTED	STANSTED	JET2.COM LTD	S	D	21	0	0	0.0	42.9	42.9	0.0	9.5	4.8	0.0	0.0	0.0	0.0	0.0	9	50.0	16	2	
STANSTED	STANSTED	RYANAIR	S	A	46	0	1	6.4	29.8	23.4	17.0	17.0	4.3	0.0	0.0	0.0	0.0	2.1	16	72.3	21	47	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
STANSTED	RYANAIR	S D	45	0	3	0.0	4.2	60.4	10.4	12.5	6.3	0.0	0.0	0.0	0.0	6.3	18	76.6	14	47			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	31	0	0	16.1	58.1	6.5	0.0	12.9	6.5	0.0	0.0	0.0	0.0	0.0	12	64.3	18	28			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	31	0	0	0.0	32.3	45.2	6.5	9.7	6.5	0.0	0.0	0.0	0.0	0.0	14	89.3	12	28			
MANCHESTER	JET2.COM LTD	S A	39	0	0	5.1	35.9	23.1	17.9	7.7	5.1	5.1	0.0	0.0	0.0	0.0	23	80.8	14	26			
MANCHESTER	JET2.COM LTD	S D	38	0	0	0.0	7.9	65.8	5.3	5.3	13.2	0.0	2.6	0.0	0.0	0.0	23	80.8	9	26			
MANCHESTER	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.3	13	46			
MANCHESTER	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	45			
MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	19	9			
MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	11.1	34	9			
MANCHESTER	RYANAIR	S A	43	0	0	4.7	46.5	25.6	11.6	7.0	2.3	0.0	2.3	0.0	0.0	0.0	16	85.4	11	41			
MANCHESTER	RYANAIR	S D	42	0	0	0.0	7.1	71.4	14.3	2.4	2.4	2.4	0.0	0.0	0.0	0.0	12	92.7	6	41			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	8	0	0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	10	9			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9			
MANCHESTER	TUI AIRWAYS LTD	C A	16	0	0	0.0	18.8	50.0	6.3	6.3	12.5	0.0	6.3	0.0	0.0	0.0	35	52.9	34	17			
MANCHESTER	TUI AIRWAYS LTD	C D	18	0	0	0.0	50.0	27.8	5.6	0.0	11.1	0.0	5.6	0.0	0.0	0.0	29	76.5	16	17			
MANCHESTER	VUELING AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	8	12			
MANCHESTER	VUELING AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	10	12			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	30	0	1	6.5	35.5	25.8	16.1	6.5	0.0	0.0	3.2	3.2	0.0	3.2	31	80.0	13	30			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	30	0	1	0.0	16.1	58.1	9.7	3.2	3.2	0.0	6.5	0.0	0.0	3.2	26	87.1	8	31			
NEWCASTLE	JET2.COM LTD	C A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
NEWCASTLE	JET2.COM LTD	S A	24	0	0	8.3	29.2	16.7	25.0	8.3	8.3	4.2	0.0	0.0	0.0	0.0	26	81.8	10	22			
NEWCASTLE	JET2.COM LTD	S D	24	0	0	0.0	8.3	58.3	20.8	8.3	0.0	0.0	4.2	0.0	0.0	0.0	19	77.3	6	22			
NEWCASTLE	RYANAIR	S A	21	0	0	14.3	52.4	28.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	89.5	4	19			
NEWCASTLE	RYANAIR	S D	21	0	0	0.0	4.8	61.9	19.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	19	84.2	10	19			
NEWCASTLE	TUI AIRWAYS LTD	S A	6	0	0	16.7	0.0	33.3	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	29	75.0	21	4			
NEWCASTLE	TUI AIRWAYS LTD	S D	6	0	0	0.0	0.0	50.0	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	37	80.0	14	5			
SOUTHAMPTON	FLYBE LTD	S A	10	0	1	9.1	18.2	18.2	18.2	9.1	0.0	0.0	18.2	0.0	0.0	9.1	62	66.7	18	9			
SOUTHAMPTON	FLYBE LTD	S D	10	0	0	0.0	0.0	90.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	7	9			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S A	30	0	1	35.5	29.0	12.9	3.2	12.9	0.0	0.0	3.2	0.0	0.0	3.2	17	70.0	19	29			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: A																		MAR 2017			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	45.2	35.5	9.7	0.0	6.5	0.0	0.0	0.0	0.0	3.2	9	87.1	14	31	
<b>TOTAL ALICANTE</b>					<b>2150</b>	<b>1</b>	<b>46</b>	<b>7.1</b>	<b>28.5</b>	<b>39.7</b>	<b>9.8</b>	<b>6.6</b>	<b>3.7</b>	<b>0.8</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>2.1</b>	<b>18</b>	<b>76.6</b>	<b>14</b>	<b>2324</b>	
ALMATY	LUTON	BLUE JET SP ZOO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ALMATY</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
ALMERIA	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	37.5	20.8	4.2	20.8	8.3	4.2	4.2	0.0	0.0	0.0	0.0	17	79.2	15	24	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	0.0	16.7	54.2	20.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	8	24	
	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	29	10	
	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	10	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	STANSTED	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	2	
	STANSTED	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	6	2	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8	
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
<b>TOTAL ALMERIA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>23.2</b>	<b>28.6</b>	<b>21.4</b>	<b>7.1</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.1</b>	<b>12</b>	<b>89</b>	
AMMAN	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	25.0	17.9	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	7.1	46.4	21.4	21.4	3.6	0.0	0.0	0.0	0.0	0.0	19	80.6	13	31	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	9.7	29.0	54.8	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	71.9	10	32	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	0.0	22.6	54.8	6.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	11	68.8	15	32	
<b>TOTAL AMMAN</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>19.5</b>	<b>50.0</b>	<b>9.3</b>	<b>11.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.6</b>	<b>11</b>	<b>125</b>	
AMMAN (KING HUSSEIN)	BIRMINGHAM	SMARTWINGS	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0	
<b>TOTAL AMMAN (KING HUSSEIN)</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
AMRITSAR	BIRMINGHAM	AIR INDIA	S	A	7	0	0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BIRMINGHAM	AIR INDIA	S	D	22	0	0	4.5	59.1	13.6	4.5	9.1	0.0	0.0	4.5	4.5	0.0	0.0	66	83.9	8	31	
<b>TOTAL AMRITSAR</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>55.2</b>	<b>20.7</b>	<b>3.4</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>83.9</b>	<b>8</b>	<b>31</b>	
AMSTERDAM																							
	ABERDEEN	KLM	S	A	73	0	8	7.4	46.9	30.9	2.5	1.2	1.2	0.0	0.0	0.0	0.0	9.9	4	80.6	8	72	
	ABERDEEN	KLM	S	D	72	0	9	2.5	45.7	28.4	6.2	4.9	1.2	0.0	0.0	0.0	0.0	11.1	7	79.2	14	72	
	ABERDEEN	KLM CITYHOPPER	S	A	60	0	0	8.3	55.0	25.0	6.7	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	97.8	2	45	
	ABERDEEN	KLM CITYHOPPER	S	D	60	0	0	1.7	60.0	18.3	8.3	5.0	5.0	1.7	0.0	0.0	0.0	0.0	12	95.6	3	45	
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	KLM	S	A	26	0	1	22.2	63.0	7.4	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3.7	2	87.5	5	24	
	BELFAST CITY (GEORGE BEST)	KLM	S	D	26	0	1	3.7	48.1	33.3	7.4	0.0	3.7	0.0	0.0	0.0	0.0	3.7	8	83.3	14	24	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	11.8	44.1	20.6	8.8	8.8	2.9	0.0	2.9	0.0	0.0	0.0	17	73.5	12	34	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	8.8	14.7	55.9	8.8	5.9	2.9	0.0	2.9	0.0	0.0	0.0	14	82.4	9	34	
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	71	1	
	BIRMINGHAM	FLYBE LTD	S	A	173	0	13	1.1	27.4	32.3	12.4	7.5	5.9	3.2	3.2	0.0	0.0	7.0	27	78.4	15	170	
	BIRMINGHAM	FLYBE LTD	S	D	173	0	11	0.0	12.5	46.7	13.6	12.0	6.0	1.6	1.6	0.0	0.0	6.0	23	76.9	17	168	
	BIRMINGHAM	KLM	S	A	143	0	15	2.5	41.8	35.4	7.0	1.9	1.9	0.0	0.0	0.0	0.0	9.5	6	84.4	8	131	
	BIRMINGHAM	KLM	S	D	142	0	15	0.6	20.4	43.9	14.6	7.0	3.2	0.6	0.0	0.0	0.0	9.6	14	71.9	17	131	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	47	0	6	7.5	18.9	34.0	13.2	9.4	5.7	0.0	0.0	0.0	0.0	11.3	16	65.3	25	49	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	47	0	6	0.0	24.5	39.6	7.5	13.2	3.8	0.0	0.0	0.0	0.0	11.3	14	69.4	21	49	
	BRISTOL	KLM	S	A	112	0	11	2.4	39.8	30.9	8.9	6.5	2.4	0.0	0.0	0.0	0.0	8.9	9	82.0	10	122	
	BRISTOL	KLM	S	D	111	0	13	1.6	23.4	35.5	13.7	10.5	4.8	0.0	0.0	0.0	0.0	10.5	15	71.3	13	122	
	CARDIFF WALES	KLM	S	A	79	0	8	6.9	60.9	14.9	4.6	2.3	1.1	0.0	0.0	0.0	0.0	9.2	4	92.0	5	86	
	CARDIFF WALES	KLM	S	D	80	0	8	0.0	39.8	33.0	9.1	3.4	3.4	1.1	1.1	0.0	0.0	9.1	16	90.7	6	86	
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	29	0	2	3.2	54.8	29.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6.5	3	74.2	11	31	
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	30	0	1	0.0	16.1	67.7	6.5	3.2	0.0	3.2	0.0	0.0	0.0	3.2	10	67.7	17	31	
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	30	0	1	3.2	38.7	32.3	6.5	3.2	9.7	3.2	0.0	0.0	0.0	3.2	18	83.9	12	31	
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	30	0	1	0.0	25.8	41.9	12.9	3.2	12.9	0.0	0.0	0.0	0.0	3.2	18	80.6	15	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	58	0	6	14.1	31.3	23.4	6.3	9.4	6.3	0.0	0.0	0.0	0.0	9.4	13	68.5	18	54	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	58	0	6	0.0	25.0	42.2	6.3	12.5	4.7	0.0	0.0	0.0	0.0	9.4	15	66.7	14	54	
	EDINBURGH	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.0	30	25		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	FLYBE LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.0	32	25		
EDINBURGH	KLM	S A	122	0	8	3.8	50.8	26.9	6.2	4.6	1.5	0.0	0.0	0.0	0.0	6.2	7	86.7	6	154			
EDINBURGH	KLM	S D	121	0	9	0.8	32.3	43.1	8.5	3.8	3.1	1.5	0.0	0.0	0.0	6.9	12	81.6	9	154			
EXETER	FLYBE LTD	S A	26	0	3	0.0	20.7	37.9	13.8	13.8	3.4	0.0	0.0	0.0	0.0	10.3	17	90.3	6	31			
EXETER	FLYBE LTD	S D	27	0	2	0.0	24.1	51.7	6.9	6.9	3.4	0.0	0.0	0.0	0.0	6.9	10	71.0	12	31			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	18	0	2	5.0	25.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	18	52.6	20	19			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	18	0	2	0.0	5.0	50.0	20.0	0.0	10.0	0.0	5.0	0.0	0.0	10.0	35	47.4	21	19			
GLASGOW	KLM	S A	67	0	8	9.3	37.3	33.3	4.0	2.7	2.7	0.0	0.0	0.0	0.0	10.7	6	89.4	6	94			
GLASGOW	KLM	S D	67	0	8	0.0	42.7	30.7	8.0	4.0	2.7	0.0	1.3	0.0	0.0	10.7	11	85.1	7	94			
GLASGOW	KLM CITYHOPPER	S A	39	0	0	0.0	59.0	38.5	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.0	9	25			
GLASGOW	KLM CITYHOPPER	S D	39	0	0	0.0	59.0	35.9	2.6	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	14	25			
LEEDS BRADFORD	JET2.COM LTD	S A	32	0	3	0.0	31.4	37.1	8.6	8.6	0.0	2.9	0.0	2.9	0.0	8.6	24	86.1	14	36			
LEEDS BRADFORD	JET2.COM LTD	S D	31	0	4	0.0	51.4	25.7	8.6	0.0	0.0	2.9	0.0	0.0	0.0	11.4	8	97.2	4	36			
LEEDS BRADFORD	KLM	S A	74	0	13	3.4	62.1	16.1	1.1	1.1	1.1	0.0	0.0	0.0	0.0	14.9	3	86.5	5	87			
LEEDS BRADFORD	KLM	S D	72	0	15	0.0	19.5	41.4	13.8	2.3	3.4	0.0	2.3	0.0	0.0	17.2	21	77.5	11	87			
LEEDS BRADFORD	Unknown	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	68	0	3	11.3	40.8	31.0	4.2	7.0	0.0	0.0	0.0	1.4	0.0	4.2	27	83.1	12	77			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	68	0	3	0.0	62.0	23.9	2.8	4.2	1.4	0.0	1.4	0.0	0.0	4.2	7	87.2	7	78			
GATWICK	BRITISH AIRWAYS PLC	S A	100	0	1	13.9	33.7	22.8	8.9	13.9	5.0	0.0	1.0	0.0	0.0	1.0	17	82.2	10	101			
GATWICK	BRITISH AIRWAYS PLC	S D	100	0	1	0.0	27.7	44.6	11.9	7.9	5.9	0.0	1.0	0.0	0.0	1.0	16	85.0	7	100			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	209	0	7	17.1	40.3	16.2	7.4	8.3	5.6	1.9	0.0	0.0	0.0	3.2	14	71.2	15	220			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	209	0	6	0.0	31.6	39.1	10.7	8.8	3.7	2.8	0.5	0.0	0.0	2.8	17	78.4	12	220			
HEATHROW	BRITISH AIRWAYS PLC	S A	249	0	11	13.1	34.2	29.2	5.8	9.2	3.1	1.2	0.0	0.0	0.0	4.2	12	80.4	9	250			
HEATHROW	BRITISH AIRWAYS PLC	S D	249	0	11	0.0	28.5	43.8	12.7	6.5	3.5	0.8	0.0	0.0	0.0	4.2	13	87.6	6	251			
HEATHROW	KLM	S A	296	0	18	15.3	32.8	26.4	9.9	7.0	2.5	0.3	0.0	0.0	0.0	5.7	10	82.1	8	312			
HEATHROW	KLM	S D	296	0	18	0.0	40.8	36.9	8.3	5.7	2.5	0.0	0.0	0.0	0.0	5.7	9	84.6	7	311			
LONDON CITY	BA CITYFLYER LTD	S A	141	0	7	4.7	45.3	21.6	11.5	3.4	6.8	1.4	0.7	0.0	0.0	4.7	15	70.1	17	154			
LONDON CITY	BA CITYFLYER LTD	S D	141	0	8	0.0	45.6	30.2	9.4	2.7	4.7	2.0	0.0	0.0	0.0	5.4	12	71.2	18	153			
LONDON CITY	CITY JET	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.6	15	181			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LONDON CITY	CITY JET	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	49.5	32	182		
LONDON CITY	FLYBE LTD	S A	33	0	4	0.0	32.4	35.1	10.8	2.7	5.4	2.7	0.0	0.0	0.0	10.8	15	92.3	2	13			
LONDON CITY	FLYBE LTD	S D	33	0	6	0.0	20.5	30.8	20.5	7.7	5.1	0.0	0.0	0.0	0.0	15.4	17	69.2	26	13			
LONDON CITY	KLM	S A	182	0	16	9.6	45.5	27.3	6.6	2.0	1.0	0.0	0.0	0.0	0.0	8.1	5	74.6	12	63			
LONDON CITY	KLM	S D	182	0	18	0.0	31.0	35.5	11.5	10.5	2.0	0.0	0.5	0.0	0.0	9.0	13	41.3	27	63			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	180	0	5	8.1	33.0	24.9	7.6	13.0	8.1	1.1	1.6	0.0	0.0	2.7	22	67.3	20	171			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	180	0	5	0.0	20.0	49.7	8.6	13.0	4.3	0.5	1.1	0.0	0.0	2.7	19	70.8	13	171			
LUTON	VISTAJET LTD MALTA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2			
LUTON	VUELING AIRLINES	S A	59	0	1	8.3	21.7	33.3	15.0	13.3	5.0	1.7	0.0	0.0	0.0	1.7	18	58.6	23	58			
LUTON	VUELING AIRLINES	S D	60	0	1	0.0	9.8	37.7	18.0	14.8	11.5	1.6	4.9	0.0	0.0	1.6	37	58.6	25	58			
STANSTED	CITY JET	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1			
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	103	0	5	6.5	41.7	25.0	9.3	6.5	6.5	0.0	0.0	0.0	0.0	4.6	13	73.3	16	105			
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	104	0	4	0.0	27.8	49.1	10.2	7.4	1.9	0.0	0.0	0.0	0.0	3.7	9	81.0	10	105			
STANSTED	FLYBE LTD	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0			
STANSTED	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1			
STANSTED	TRANSAVIA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	1			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	85	0	1	2.3	26.7	33.7	11.6	10.5	9.3	3.5	1.2	0.0	0.0	1.2	25	60.9	19	87			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	84	0	1	0.0	24.7	43.5	12.9	5.9	8.2	2.4	1.2	0.0	0.0	1.2	20	77.0	12	87			
MANCHESTER	FLYBE LTD	S A	115	0	3	7.6	33.9	28.8	5.1	12.7	4.2	4.2	0.8	0.0	0.0	2.5	22	84.1	13	131			
MANCHESTER	FLYBE LTD	S D	115	0	2	0.0	6.8	63.2	6.0	11.1	6.8	3.4	0.9	0.0	0.0	1.7	21	81.1	16	132			
MANCHESTER	KLM	S A	156	0	1	6.4	47.8	29.9	8.9	3.8	1.3	1.3	0.0	0.0	0.0	0.6	8	89.8	7	155			
MANCHESTER	KLM	S D	156	0	1	0.0	28.7	44.6	14.6	7.6	2.5	1.3	0.0	0.0	0.0	0.6	14	80.3	10	155			
NEWCASTLE	JET2.COM LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	159	0.0	0	0			
NEWCASTLE	KLM	C A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
NEWCASTLE	KLM	S A	122	0	2	1.6	45.2	38.7	4.8	6.5	1.6	0.0	0.0	0.0	0.0	1.6	8	87.3	6	126			
NEWCASTLE	KLM	S D	123	0	3	0.0	23.8	47.6	9.5	7.1	7.9	1.6	0.0	0.0	0.0	2.4	16	86.5	10	126			
SOUTHAMPTON	FLYBE LTD	S A	103	0	9	4.5	45.5	25.9	6.3	3.6	5.4	0.0	0.9	0.0	0.0	8.0	12	80.3	14	122			
SOUTHAMPTON	FLYBE LTD	S D	103	0	9	0.0	35.7	39.3	8.0	2.7	5.4	0.0	0.9	0.0	0.0	8.0	12	78.4	14	125			
SOUTHAMPTON	KLM CITYHOPPER	S A	52	0	2	0.0	48.1	37.0	5.6	3.7	1.9	0.0	0.0	0.0	0.0	3.7	8	88.7	7	53			
SOUTHAMPTON	KLM CITYHOPPER	S D	51	0	2	0.0	28.3	37.7	24.5	0.0	5.7	0.0	0.0	0.0	0.0	3.8	13	86.8	8	53			
SOUTHAMPTON	MALETH AERO	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
SOUTHAMPTON	MALETH AERO	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: A

NUMBER OF FLIGHTS

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MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	SOUTHEND	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	59	0	4	14.3	50.8	17.5	1.6	4.8	0.0	3.2	1.6	0.0	0.0	6.3	12	82.6	13	68	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	58	0	4	4.8	50.0	35.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6.5	3	80.9	10	66	
	SOUTHEND	KLM CITYHOPPER	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	DURHAM TEES VALLEY	KLM	S	A	74	0	7	1.2	51.9	25.9	8.6	2.5	1.2	0.0	0.0	0.0	0.0	8.6	5	87.8	9	82	
	DURHAM TEES VALLEY	KLM	S	D	73	0	8	0.0	32.1	37.0	12.3	4.9	3.7	0.0	0.0	0.0	0.0	9.9	11	70.2	14	84	
<b>TOTAL AMSTERDAM</b>					<b>7259</b>	<b>0</b>	<b>437</b>	<b>4.1</b>	<b>35.2</b>	<b>34.1</b>	<b>9.1</b>	<b>6.7</b>	<b>3.8</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>13</b>	<b>78.5</b>	<b>12</b>	<b>7708</b>	
ANCONA																							
	STANSTED	RYANAIR	S	A	21	0	0	9.5	23.8	23.8	9.5	14.3	14.3	4.8	0.0	0.0	0.0	0.0	31	65.0	11	20	
	STANSTED	RYANAIR	S	D	21	0	0	0.0	0.0	61.9	4.8	19.0	9.5	4.8	0.0	0.0	0.0	0.0	26	90.0	7	20	
<b>TOTAL ANCONA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>11.9</b>	<b>42.9</b>	<b>7.1</b>	<b>16.7</b>	<b>11.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>77.5</b>	<b>9</b>	<b>40</b>	
ANGLESEY (VALLEY)																							
	CARDIFF WALES	EASTERN AIRWAYS	S	A	38	0	4	2.4	45.2	21.4	4.8	2.4	7.1	7.1	0.0	0.0	0.0	9.5	23	64.3	9	20	
	CARDIFF WALES	EASTERN AIRWAYS	S	D	38	0	4	2.4	54.8	23.8	0.0	0.0	2.4	7.1	0.0	0.0	0.0	9.5	15	67.9	4	21	
	CARDIFF WALES	NORTH FLYING	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	19	14		
	CARDIFF WALES	NORTH FLYING	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	12		
	CARDIFF WALES	VANAIR EUROPE AS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
	CARDIFF WALES	VANAIR EUROPE AS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
<b>TOTAL ANGLESEY (VALLEY)</b>					<b>76</b>	<b>0</b>	<b>8</b>	<b>2.4</b>	<b>50.0</b>	<b>22.6</b>	<b>2.4</b>	<b>1.2</b>	<b>4.8</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.5</b>	<b>19</b>	<b>76.1</b>	<b>7</b>	<b>73</b>	
ANTALYA																							
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4		
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	56	4		
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		

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	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	8	1	
	GLASGOW	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	0	1	
	GLASGOW	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	1	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	36	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	33.3	11.1	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	42	0.0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	11	0	0	0.0	9.1	72.7	9.1	0.0	0.0	0.0	9.1	0.0	0.0	0.0	35	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	39	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	59	1	
	GATWICK	FREEBIRD AIRLINES	C	A	5	0	0	0.0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0	
	GATWICK	FREEBIRD AIRLINES	C	D	5	0	0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	14	0	0	0.0	35.7	50.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	58.3	18	12	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	15	0	0	0.0	0.0	86.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	73.3	11	15	
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	6	2	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	STANSTED	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4	
	STANSTED	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	STANSTED	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	MANCHESTER	FREEBIRD AIRLINES	C	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	50	3	
	MANCHESTER	FREEBIRD AIRLINES	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	58	3	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: A																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	21	1
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	20	0	0	15.0	40.0	20.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	10	50.0	18	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	0.0	59.1	13.6	18.2	9.1	0.0	0.0	0.0	0.0	0.0	20	100.0	5	14
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	NEWCASTLE	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL ANTALYA</b>					<b>142</b>	<b>0</b>	<b>1</b>	<b>4.2</b>	<b>15.4</b>	<b>43.4</b>	<b>20.3</b>	<b>11.2</b>	<b>3.5</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>19</b>	<b>66.3</b>	<b>17</b>	<b>98</b>
ANTIGUA																						
	LEEDS BRADFORD	Unknown	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	5	4
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	3
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	17	0	0	11.8	47.1	29.4	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	82.4	10	17
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	5.6	33.3	38.9	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	14	81.3	6	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	43	4
<b>TOTAL ANTIGUA</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>12.2</b>	<b>41.5</b>	<b>31.7</b>	<b>4.9</b>	<b>4.9</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>75.6</b>	<b>11</b>	<b>45</b>
ANTWERP																						
	BIRMINGHAM	VLM (BELGIUM)	S	A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	VLM (BELGIUM)	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	CARDIFF WALES	VLM Airlines d.d.	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	CARDIFF WALES	VLM Airlines d.d.	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	LONDON CITY	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.8	10	83
	LONDON CITY	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	18	84
	LONDON CITY	TYROLEAN AIRWAYS	S	A	76	0	4	6.3	71.3	8.8	6.3	2.5	0.0	0.0	0.0	0.0	0.0	5.0	3	0.0	0	0
	LONDON CITY	TYROLEAN AIRWAYS	S	D	75	0	5	1.3	57.5	28.8	3.8	2.5	0.0	0.0	0.0	0.0	0.0	6.3	4	0.0	0	0
	MANCHESTER	TYROLEAN AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	MANCHESTER	TYROLEAN AIRWAYS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHEND	STOBART AIR	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: A																		MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								3.8	59.9	23.1	4.9	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	SOUTHEND	STOBART AIR	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ANTWERP</b>					<b>171</b>	<b>0</b>	<b>11</b>	<b>3.8</b>	<b>59.9</b>	<b>23.1</b>	<b>4.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.1</b>	<b>14</b>	<b>168</b>	
AQABA																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	102	1	
	GLASGOW	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	87	1	
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	343	1	
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	134	1	
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	
	MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1	
<b>TOTAL AQABA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>12.5</b>	<b>101</b>	<b>8</b>	
ARRECIFE																							
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	12.5	25.0	0.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	50	37.5	46	8	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	11.1	11.1	22.2	0.0	0.0	44.4	11.1	0.0	0.0	0.0	0.0	55	75.0	11	8	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	27	9	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	11.1	0.0	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	9	
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	33.3	33.3	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	40	77.8	9	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	8	9	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	5	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	5	
	BIRMINGHAM	JET2.COM LTD	S	A	21	0	0	23.8	28.6	19.0	9.5	9.5	9.5	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	20	0	0	0.0	20.0	50.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	13	14	
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	13	14	
	BIRMINGHAM	RYANAIR	S	A	14	0	0	28.6	35.7	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	3	14	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	14.3	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	18	78.6	9	14	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	13	0	0	7.7	38.5	30.8	7.7	0.0	7.7	0.0	7.7	0.0	0.0	0.0	32	50.0	21	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	7.1	57.1	14.3	7.1	0.0	7.1	0.0	7.1	0.0	0.0	72	80.0	6	10	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	15.4	15.4	30.8	7.7	15.4	7.7	0.0	7.7	0.0	0.0	0.0	29	84.6	5	13	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	15.4	53.8	15.4	7.7	0.0	0.0	7.7	0.0	0.0	0.0	28	84.6	7	13	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	TUI AIRWAYS LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	7	0	0	28.6	14.3	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	15	77.8	7	9		
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	100.0	2	9		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	7.7	30.8	23.1	7.7	15.4	0.0	0.0	7.7	0.0	0.0	7.7	28	62.5	15	8		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	12	0	1	0.0	7.7	53.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	7.7	12	87.5	9	8		
BRISTOL	RYANAIR	S	A	14	0	2	6.3	31.3	18.8	12.5	18.8	0.0	0.0	0.0	0.0	0.0	12.5	15	87.5	11	16		
BRISTOL	RYANAIR	S	D	14	0	2	0.0	25.0	43.8	12.5	6.3	0.0	0.0	0.0	0.0	0.0	12.5	9	87.5	7	16		
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	33.3	11.1	11.1	22.2	11.1	0.0	0.0	11.1	0.0	0.0	165	88.9	6	9		
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	11.1	11.1	0.0	0.0	11.1	0.0	0.0	69	88.9	6	9		
BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	22.2	11.1	11.1	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	41	77.8	6	9		
BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	29	66.7	14	9		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	8	0	1	11.1	11.1	33.3	0.0	22.2	0.0	0.0	11.1	0.0	0.0	11.1	42	77.8	17	9		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	56	66.7	13	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	44.4	11.1	11.1	0.0	11.1	0.0	22.2	0.0	0.0	0.0	0.0	35	100.0	1	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	55.6	11.1	11.1	0.0	0.0	11.1	11.1	0.0	0.0	0.0	39	88.9	5	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	13	0	0	23.1	23.1	30.8	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	19	85.7	16	14		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	14	0	0	0.0	21.4	35.7	14.3	14.3	7.1	0.0	0.0	7.1	0.0	0.0	50	85.7	8	14		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	17	0	1	38.9	22.2	16.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	5.6	9	76.5	21	17		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	17	0	1	0.0	11.1	66.7	11.1	5.6	0.0	0.0	0.0	0.0	0.0	5.6	8	76.5	22	17		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	13	0	0	30.8	23.1	23.1	0.0	15.4	0.0	7.7	0.0	0.0	0.0	0.0	21	78.6	20	14		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	30.8	46.2	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	21	92.9	6	14		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	6	0	0	16.7	0.0	33.3	0.0	33.3	0.0	0.0	16.7	0.0	0.0	0.0	55	88.9	6	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	51	88.9	7	9		
EDINBURGH	JET2.COM LTD	S	A	13	0	2	33.3	13.3	6.7	20.0	6.7	0.0	6.7	0.0	0.0	0.0	13.3	23	11.1	30	9		
EDINBURGH	JET2.COM LTD	S	D	14	0	0	0.0	21.4	42.9	28.6	0.0	0.0	0.0	0.0	7.1	0.0	0.0	41	66.7	17	9		
EDINBURGH	RYANAIR	S	A	8	0	1	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	66.7	34	9		
EDINBURGH	RYANAIR	S	D	8	0	1	0.0	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11.1	10	77.8	10	9		
EDINBURGH	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
EDINBURGH	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	6	5		
EXETER	TUI AIRWAYS LTD	C	A	8	0	1	33.3	0.0	22.2	11.1	0.0	0.0	0.0	11.1	11.1	0.0	11.1	90	100.0	1	8		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
EXETER	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	44.4	0.0	0.0	0.0	11.1	0.0	22.2	0.0	0.0	132	100.0	1	9
GLASGOW	JET2.COM LTD	S A	14	0	1	53.3	13.3	13.3	6.7	0.0	6.7	0.0	0.0	0.0	0.0	6.7	8	53.8	22	13
GLASGOW	JET2.COM LTD	S D	14	0	1	0.0	20.0	46.7	6.7	13.3	6.7	0.0	0.0	0.0	0.0	6.7	19	92.3	3	13
GLASGOW	RYANAIR	S A	9	0	0	11.1	33.3	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	62.5	24	8
GLASGOW	RYANAIR	S D	9	0	0	0.0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	31	37.5	36	8
GLASGOW	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	32	14
GLASGOW	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	11	14
GLASGOW	THOMAS COOK AIRLINES LTD	S A	10	0	1	0.0	9.1	36.4	18.2	9.1	18.2	0.0	0.0	0.0	0.0	9.1	28	0.0	0	0
GLASGOW	THOMAS COOK AIRLINES LTD	S D	10	0	3	0.0	23.1	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	23.1	23	0.0	0	0
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	8	5
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	5
LEEDS BRADFORD	JET2.COM LTD	S A	18	0	2	30.0	15.0	20.0	10.0	5.0	5.0	0.0	0.0	5.0	0.0	10.0	106	64.7	20	17
LEEDS BRADFORD	JET2.COM LTD	S D	18	0	2	0.0	20.0	35.0	10.0	10.0	10.0	0.0	5.0	0.0	0.0	10.0	29	76.5	11	17
LEEDS BRADFORD	RYANAIR	S A	12	0	2	21.4	35.7	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	14.3	12	61.5	16	13
LEEDS BRADFORD	RYANAIR	S D	13	0	1	7.1	14.3	21.4	21.4	0.0	14.3	7.1	0.0	7.1	0.0	7.1	77	76.9	16	13
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	12	0	0	25.0	33.3	16.7	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	18	77.8	33	9
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	13	0	0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	21	9
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	11	0	0	54.5	27.3	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	5	9
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	15	9
GATWICK	BRITISH AIRWAYS PLC	S A	26	0	0	34.6	15.4	3.8	7.7	15.4	15.4	3.8	3.8	0.0	0.0	0.0	40	66.7	19	12
GATWICK	BRITISH AIRWAYS PLC	S D	27	0	0	0.0	14.8	55.6	3.7	14.8	11.1	0.0	0.0	0.0	0.0	0.0	19	75.0	13	12
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	35	0	0	8.6	25.7	34.3	14.3	11.4	0.0	5.7	0.0	0.0	0.0	0.0	17	62.9	18	35
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	36	0	0	0.0	11.1	66.7	8.3	8.3	5.6	0.0	0.0	0.0	0.0	0.0	12	62.9	13	35
GATWICK	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	22
GATWICK	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	9	22
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	12	0	0	16.7	50.0	16.7	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	11	53.8	32	13
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	12	0	0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	18	13



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS												PERCENTAGE OF FLIGHTS LATE					MAR 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
GATWICK	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1						
GATWICK	THOMAS COOK AIRLINES LTD	S	A	14	0	0	28.6	0.0	14.3	14.3	7.1	28.6	7.1	0.0	0.0	0.0	0.0	42	70.6	20	17						
GATWICK	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	14.3	42.9	14.3	7.1	14.3	7.1	0.0	0.0	0.0	0.0	33	64.7	21	17						
GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	14.3	0.0	28.6	7.1	28.6	21.4	0.0	0.0	0.0	0.0	0.0	31	47.1	26	17						
GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	21.4	14.3	42.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	18	82.4	14	17						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	23.1	30.8	15.4	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	22	77.8	7	9						
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	15.4	38.5	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	22	88.9	5	9						
LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	14	13						
LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	13						
LUTON	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	22.2	0.0	22.2	0.0	0.0	11.1	0.0	0.0	90	55.6	24	9						
LUTON	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	11	9						
LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	100.0	3	4						
LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	11	4						
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1						
STANSTED	JET2.COM LTD	S	A	22	0	1	4.3	8.7	26.1	26.1	13.0	8.7	8.7	0.0	0.0	0.0	4.3	35	100.0	0	1						
STANSTED	JET2.COM LTD	S	D	23	0	0	0.0	17.4	47.8	17.4	13.0	0.0	4.3	0.0	0.0	0.0	0.0	18	100.0	4	1						
STANSTED	RYANAIR	S	A	22	0	0	0.0	22.7	22.7	22.7	9.1	9.1	13.6	0.0	0.0	0.0	0.0	39	60.9	22	23						
STANSTED	RYANAIR	S	D	22	0	0	0.0	9.1	59.1	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	17	91.3	8	23						
STANSTED	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	9						
STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	10	9						
STANSTED	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	22	80.0	17	5						
STANSTED	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	28	100.0	6	5						
MANCHESTER	CONDOR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3						
MANCHESTER	CONDOR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	3						
MANCHESTER	JET2.COM LTD	S	A	33	0	1	29.4	23.5	20.6	8.8	5.9	5.9	2.9	0.0	0.0	0.0	2.9	16	72.2	25	18						
MANCHESTER	JET2.COM LTD	S	D	33	0	0	0.0	9.1	54.5	3.0	18.2	9.1	6.1	0.0	0.0	0.0	0.0	29	77.8	15	18						
MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.2	13	21						
MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.5	7	21						
MANCHESTER	RYANAIR	S	A	18	0	0	5.6	27.8	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	100.0	2	19						
MANCHESTER	RYANAIR	S	D	18	0	0	0.0	22.2	61.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	94.7	5	19						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	42	0	0	7.1	23.8	21.4	19.0	16.7	9.5	0.0	2.4	0.0	0.0	0.0	26	73.7	19	19						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE										MAR 2017		
										NUMBER OF FLIGHTS														
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	39	0	0	0.0	10.3	53.8	7.7	17.9	5.1	5.1	0.0	0.0	0.0	0.0	22	73.7	13	19			
MANCHESTER	TUI AIRWAYS LTD	C	A	23	0	0	17.4	17.4	30.4	8.7	13.0	8.7	0.0	4.3	0.0	0.0	0.0	25	64.7	24	17			
MANCHESTER	TUI AIRWAYS LTD	C	D	22	0	0	0.0	13.6	63.6	4.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	12	82.4	22	17			
NEWCASTLE	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
NEWCASTLE	JET2.COM LTD	S	A	14	0	0	35.7	21.4	21.4	0.0	0.0	14.3	0.0	7.1	0.0	0.0	0.0	38	76.9	23	13			
NEWCASTLE	JET2.COM LTD	S	D	15	0	0	0.0	33.3	26.7	20.0	6.7	6.7	6.7	0.0	0.0	0.0	0.0	23	85.7	10	14			
NEWCASTLE	RYANAIR	S	A	9	0	0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9			
NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	35	9			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	11.1	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	77.8	8	9			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	88.9	5	9			
NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	5			
NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	19	100.0	2	5			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	6	0	1	28.6	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14.3	5	70.0	8	9			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	6	0	1	0.0	57.1	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	14.3	9	70.0	23	10			
<b>TOTAL ARRECIFE</b>				<b>1338</b>	<b>0</b>	<b>31</b>	<b>10.8</b>	<b>19.9</b>	<b>35.2</b>	<b>12.0</b>	<b>9.0</b>	<b>6.4</b>	<b>2.4</b>	<b>1.3</b>	<b>0.8</b>	<b>0.0</b>	<b>2.3</b>	<b>27</b>	<b>76.4</b>	<b>14</b>	<b>1315</b>			
ARVIDSJAUR																								
BIRMINGHAM	GERMANIA FLUGGESELLSCHAFT	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	5	5			
BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL ARVIDSJAUR</b>				<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.0</b>	<b>5</b>	<b>5</b>			
ASHKHABAD																								
BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	21	0	0	0.0	0.0	4.8	4.8	4.8	9.5	38.1	33.3	4.8	0.0	0.0	162	23.1	32	13			
BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	22	0	0	0.0	0.0	0.0	0.0	13.6	9.1	31.8	36.4	9.1	0.0	0.0	222	15.4	40	13			
HEATHROW	TURKMENISTAN AIRLINES	S	A	5	0	0	0.0	0.0	0.0	20.0	0.0	20.0	0.0	60.0	0.0	0.0	0.0	145	0.0	68	9			
HEATHROW	TURKMENISTAN AIRLINES	S	D	5	0	0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	60.0	0.0	0.0	0.0	158	11.1	58	9			
<b>TOTAL ASHKHABAD</b>				<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>3.8</b>	<b>9.4</b>	<b>11.3</b>	<b>28.3</b>	<b>39.6</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>185</b>	<b>13.6</b>	<b>47</b>	<b>44</b>			
ASTANA																								
HEATHROW	AIR ASTANA	S	A	22	0	0	13.6	45.5	31.8	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	6	17			
HEATHROW	AIR ASTANA	S	D	22	0	0	0.0	63.6	31.8	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	5	17			
<b>TOTAL ASTANA</b>				<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>54.5</b>	<b>31.8</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>85.3</b>	<b>6</b>	<b>34</b>			
ASTURIAS																								
BOURNEMOUTH	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EDINBURGH	TRANSAVIA	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: A																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								57.1	28.6	0.0	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GATWICK	VUELING AIRLINES	S	A	14	0	0	57.1	28.6	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	4	12
	GATWICK	VUELING AIRLINES	S	D	14	0	0	0.0	71.4	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	5	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	61.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	13
	HEATHROW	IBERIA	S	A	13	0	0	15.4	53.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	4	13
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	40.0	35.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	5.0	5	83.3	7	24
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	0.0	50.0	35.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	9	24
<b>TOTAL ASTURIAS</b>					<b>95</b>	<b>0</b>	<b>1</b>	<b>20.8</b>	<b>47.9</b>	<b>14.6</b>	<b>6.3</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>6</b>	<b>82.4</b>	<b>6</b>	<b>98</b>
<b>ATHENS</b>																						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	22.2	11.1	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11.1	16	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	22.2	11.1	0.0	44.4	11.1	0.0	0.0	0.0	0.0	11.1	31	0.0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	12	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	55.6	14	9
	GATWICK	AEGEAN AIRLINES	S	A	12	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.9	9	11
	GATWICK	AEGEAN AIRLINES	S	D	12	0	0	0.0	16.7	58.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	12	45.5	18	11
	GATWICK	COBALT	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	COBALT	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	11.4	37.1	14.3	11.4	14.3	8.6	0.0	2.9	0.0	0.0	0.0	23	74.3	11	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	0.0	14.3	57.1	8.6	5.7	11.4	2.9	0.0	0.0	0.0	0.0	21	62.9	18	35
	HEATHROW	AEGEAN AIRLINES	S	A	81	0	1	19.5	40.2	28.0	7.3	3.7	0.0	0.0	0.0	0.0	0.0	1.2	5	89.0	4	82
	HEATHROW	AEGEAN AIRLINES	S	D	82	0	1	0.0	38.6	42.2	9.6	7.2	0.0	1.2	0.0	0.0	0.0	1.2	9	90.2	5	82
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	1	19.4	41.9	23.7	5.4	5.4	3.2	0.0	0.0	0.0	0.0	1.1	6	81.0	11	100
	HEATHROW	BRITISH AIRWAYS PLC	S	D	94	0	0	0.0	12.8	67.0	6.4	10.6	3.2	0.0	0.0	0.0	0.0	0.0	13	79.0	11	100
	STANSTED	RYANAIR	S	A	49	0	0	30.6	40.8	24.5	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	3	89.8	5	49
	STANSTED	RYANAIR	S	D	50	0	0	0.0	2.0	36.0	24.0	24.0	8.0	4.0	2.0	0.0	0.0	0.0	35	40.8	22	49
	MANCHESTER	AEGEAN AIRLINES	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.9	5	11
	MANCHESTER	AEGEAN AIRLINES	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	72.7	12	11
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	28.6	35.7	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	18	86.7	6	15
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	7.1	57.1	7.1	7.1	21.4	0.0	0.0	0.0	0.0	0.0	24	80.0	9	15
<b>TOTAL ATHENS</b>					<b>623</b>	<b>0</b>	<b>5</b>	<b>9.1</b>	<b>28.8</b>	<b>39.0</b>	<b>8.8</b>	<b>8.4</b>	<b>4.1</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>78.0</b>	<b>10</b>	<b>624</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: A																	MAR 2017				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ATLANTA																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	48.4	16.1	12.9	12.9	3.2	0.0	3.2	0.0	0.0	0.0	17	80.6	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	45.2	25.8	16.1	6.5	0.0	3.2	0.0	0.0	0.0	28	67.7	18	31	
	HEATHROW	DELTA AIRLINES	S	A	71	0	0	18.3	19.7	32.4	14.1	7.0	7.0	0.0	1.4	0.0	0.0	0.0	17	83.3	6	60	
	HEATHROW	DELTA AIRLINES	S	D	71	0	0	0.0	47.9	31.0	9.9	2.8	4.2	2.8	1.4	0.0	0.0	0.0	16	90.0	6	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	3.4	24.1	48.3	13.8	10.3	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	12	35	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	32.3	45.2	3.2	16.1	3.2	0.0	0.0	0.0	0.0	0.0	13	100.0	3	36	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	20	0	0	40.0	10.0	5.0	25.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	15	92.9	6	28	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	20	0	0	0.0	40.0	55.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	9	92.9	7	28	
<b>TOTAL ATLANTA</b>					<b>304</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>29.9</b>	<b>34.2</b>	<b>12.8</b>	<b>8.9</b>	<b>4.3</b>	<b>1.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>86.1</b>	<b>8</b>	<b>309</b>	
AUCKLAND INTERNATIONAL																							
	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	12.9	19.4	22.6	29.0	9.7	3.2	3.2	0.0	0.0	0.0	0.0	19	64.5	15	31	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	0.0	19.4	67.7	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	8	96.8	2	31	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>19.4</b>	<b>45.2</b>	<b>14.5</b>	<b>11.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.6</b>	<b>9</b>	<b>62</b>	
AUSTIN (BERGSTROM)																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	80	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	3	0	0	0.0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	29.0	25.8	19.4	9.7	0.0	3.2	0.0	0.0	0.0	0.0	14	93.5	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	38.7	48.4	0.0	3.2	6.5	3.2	0.0	0.0	0.0	0.0	14	83.9	8	31	
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>32.8</b>	<b>35.8</b>	<b>9.0</b>	<b>6.0</b>	<b>6.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.7</b>	<b>6</b>	<b>62</b>	
AZORES PONTA DELGADA																							
	STANSTED	RYANAIR	S	A	5	0	0	20.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	STANSTED	RYANAIR	S	D	5	0	0	0.0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
<b>TOTAL AZORES PONTA DELGADA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>30.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: B								PERCENTAGE OF FLIGHTS LATE				MAR 2017						
										NUMBER OF FLIGHTS								PERCENTAGE OF FLIGHTS LATE										
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BACAU		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	33.3	33.3	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	23	66.7	26	9					
		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	24	55.6	27	9					
		LUTON	BLUE AIR TRANSPORT AERIAN	S	A	23	0	0	13.0	30.4	26.1	8.7	8.7	4.3	4.3	4.3	0.0	0.0	0.0	26	95.5	3	22					
		LUTON	BLUE AIR TRANSPORT AERIAN	S	D	23	0	0	0.0	8.7	47.8	17.4	8.7	13.0	0.0	4.3	0.0	0.0	0.0	34	86.4	10	22					
<b>TOTAL BACAU</b>						<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>25.0</b>	<b>35.9</b>	<b>9.4</b>	<b>6.3</b>	<b>6.3</b>	<b>1.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>82.3</b>	<b>12</b>	<b>62</b>					
BAGHDAD (GECA)		GATWICK	IRAQI AIRWAYS	S	A	5	0	1	0.0	16.7	16.7	0.0	50.0	0.0	0.0	0.0	0.0	16.7	29	100.0	1	5						
		GATWICK	IRAQI AIRWAYS	S	D	5	0	0	0.0	0.0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	60	80.0	10	5						
		MANCHESTER	IRAQI AIRWAYS	S	A	5	0	0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	17	40.0	30	4						
		MANCHESTER	IRAQI AIRWAYS	S	D	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	35	20.0	48	4						
<b>TOTAL BAGHDAD (GECA)</b>						<b>20</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>23.8</b>	<b>9.5</b>	<b>14.3</b>	<b>28.6</b>	<b>19.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>36</b>	<b>60.0</b>	<b>21</b>	<b>18</b>					
BAHRAIN		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	38.7	38.7	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	1	96.8	6	31						
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	38.7	35.5	19.4	6.5	0.0	0.0	0.0	0.0	0.0	10	87.1	9	31						
		HEATHROW	GULF AIR	S	A	61	0	1	6.5	33.9	35.5	9.7	9.7	1.6	1.6	0.0	0.0	1.6	12	63.9	27	61						
		HEATHROW	GULF AIR	S	D	61	0	1	0.0	53.2	33.9	6.5	4.8	0.0	0.0	0.0	0.0	1.6	5	88.3	15	60						
<b>TOTAL BAHRAIN</b>						<b>184</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>41.9</b>	<b>32.3</b>	<b>9.1</b>	<b>5.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>81.4</b>	<b>16</b>	<b>183</b>					
BAKU (HEYDER ALIYEV INT'L)		GATWICK	SILK WAY AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2						
		GATWICK	SILK WAY AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2						
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	19	0	0	0.0	31.6	47.4	15.8	5.3	0.0	0.0	0.0	0.0	0.0	9	90.9	3	22						
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	19	0	0	10.5	15.8	42.1	21.1	10.5	0.0	0.0	0.0	0.0	0.0	13	81.8	8	22						
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>						<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>23.7</b>	<b>44.7</b>	<b>18.4</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>85.4</b>	<b>6</b>	<b>48</b>						
BALE MULHOUSE		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	12	0	2	7.1	35.7	21.4	14.3	7.1	0.0	0.0	0.0	0.0	14.3	9	82.4	76	17						
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	12	0	2	0.0	35.7	28.6	7.1	14.3	0.0	0.0	0.0	0.0	14.3	11	93.8	4	16						
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	2	0.0	28.6	28.6	7.1	14.3	0.0	0.0	7.1	0.0	0.0	14.3	39	85.7	7	14					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	2	0.0	28.6	28.6	14.3	7.1	0.0	0.0	7.1	0.0	0.0	14.3	39	100.0	5	14
	EDINBURGH	EASYJET SWITZERLAND	S	A	8	0	0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	13	8
	EDINBURGH	EASYJET SWITZERLAND	S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	22	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	87	0	1	6.8	43.2	22.7	12.5	8.0	4.5	1.1	0.0	0.0	0.0	1.1	12	82.0	10	89
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	86	0	1	0.0	23.0	49.4	14.9	9.2	2.3	0.0	0.0	0.0	0.0	1.1	12	78.7	10	89
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	10	23.0	36.1	21.3	8.2	0.8	0.0	1.6	0.8	0.0	0.0	8.2	8	92.2	3	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	113	0	9	0.0	36.1	41.0	8.2	4.9	0.8	0.8	0.8	0.0	0.0	7.4	10	93.1	3	116
	LONDON CITY	SKY WORK AG	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	10	48
	LONDON CITY	SKY WORK AG	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	10
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	25	0	2	18.5	25.9	25.9	7.4	3.7	11.1	0.0	0.0	0.0	0.0	7.4	17	92.6	2	27
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	1	0.0	22.2	48.1	7.4	7.4	7.4	3.7	0.0	0.0	0.0	3.7	22	88.9	8	27
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	STANSTED	RYANAIR	S	A	24	0	0	0.0	29.2	29.2	8.3	16.7	8.3	4.2	4.2	0.0	0.0	0.0	35	75.0	10	24
	STANSTED	RYANAIR	S	D	24	0	0	0.0	8.3	54.2	12.5	8.3	12.5	0.0	4.2	0.0	0.0	0.0	28	100.0	3	24
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	29	0	2	6.5	22.6	16.1	12.9	22.6	12.9	0.0	0.0	0.0	0.0	6.5	26	76.7	12	29
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	29	0	2	0.0	29.0	25.8	6.5	29.0	3.2	0.0	0.0	0.0	0.0	6.5	19	70.0	11	29
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	MANCHESTER	TUIFLY (GERMANY)	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	TUIFLY (GERMANY)	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
	SOUTHAMPTON	SKY WORK AG	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
<b>TOTAL BALE MULHOUSE</b>					<b>623</b>	<b>0</b>	<b>36</b>	<b>6.7</b>	<b>31.7</b>	<b>32.9</b>	<b>9.9</b>	<b>8.2</b>	<b>3.3</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>15</b>	<b>86.2</b>	<b>9</b>	<b>708</b>
BALTIMORE																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	6.5	35.5	22.6	0.0	19.4	9.7	3.2	0.0	0.0	0.0	3.2	24	90.0	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	48.4	6.5	19.4	12.9	3.2	0.0	3.2	0.0	0.0	69	83.3	16	30
<b>TOTAL BALTIMORE</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>21.0</b>	<b>35.5</b>	<b>3.2</b>	<b>19.4</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>47</b>	<b>86.7</b>	<b>13</b>	<b>60</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: B																	MAR 2017				
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
		-----						-----											-----				
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
BANDAR SERI BEGAWAN																							
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	3.2	45.2	19.4	9.7	9.7	6.5	0.0	0.0	6.5	0.0	0.0	54	67.7	16	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	1	0.0	37.5	50.0	6.3	0.0	0.0	0.0	3.1	0.0	0.0	3.1	14	93.5	4	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>41.3</b>	<b>34.9</b>	<b>7.9</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>34</b>	<b>80.6</b>	<b>10</b>	<b>62</b>	
BANGALORE (BENGALURU)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	22.6	16.1	16.1	6.5	6.5	6.5	0.0	0.0	0.0	0.0	23	80.6	13	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	41.9	25.8	12.9	6.5	3.2	0.0	0.0	0.0	0.0	22	83.9	17	31	
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>16.1</b>	<b>29.0</b>	<b>21.0</b>	<b>9.7</b>	<b>6.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>82.3</b>	<b>15</b>	<b>62</b>	
BANGKOK SUVARNABHUMI																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	9.7	35.5	19.4	12.9	9.7	0.0	6.5	0.0	0.0	0.0	34	67.7	15	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	35.5	32.3	12.9	6.5	0.0	6.5	0.0	0.0	0.0	36	83.9	8	31	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	62	0	0	9.7	25.8	40.3	3.2	14.5	3.2	0.0	0.0	3.2	0.0	0.0	28	58.1	20	62	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	62	0	0	0.0	24.2	40.3	17.7	11.3	3.2	0.0	3.2	0.0	0.0	0.0	23	87.1	6	62	
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>19.4</b>	<b>38.7</b>	<b>15.6</b>	<b>12.9</b>	<b>4.8</b>	<b>0.0</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>73.7</b>	<b>13</b>	<b>186</b>	
BANJUL																							
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	40	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	6	0	0	0.0	0.0	83.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	31	3	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	16	0	0	12.5	37.5	25.0	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	16	75.0	22	8	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	16	0	0	0.0	18.8	62.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	57.1	24	7	
	GATWICK	TITAN AIRWAYS LTD	C	A	9	0	0	0.0	55.6	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	15	9	
	GATWICK	TITAN AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	11	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	38.5	7.7	15.4	0.0	7.7	7.7	7.7	15.4	0.0	0.0	0.0	57	20.0	59	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	11	0	0	0.0	9.1	72.7	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	19	5	
<b>TOTAL BANJUL</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>25.0</b>	<b>40.9</b>	<b>9.1</b>	<b>9.1</b>	<b>3.4</b>	<b>1.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>62.0</b>	<b>25</b>	<b>50</b>	
BARCELONA																							
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	14	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	7	14	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.4	12	18	
BIRMINGHAM	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18	
BIRMINGHAM	BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
BIRMINGHAM	BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
BIRMINGHAM	BIRMINGHAM	RYANAIR	S	A	32	0	1	12.1	39.4	36.4	6.1	3.0	0.0	0.0	0.0	0.0	3.0	6	84.4	9	32		
BIRMINGHAM	BIRMINGHAM	RYANAIR	S	D	32	0	1	0.0	3.0	57.6	21.2	15.2	0.0	0.0	0.0	0.0	3.0	16	68.8	20	32		
BIRMINGHAM	BIRMINGHAM	VUELING AIRLINES	S	A	13	0	0	15.4	38.5	30.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	7	66.7	15	12		
BIRMINGHAM	BIRMINGHAM	VUELING AIRLINES	S	D	13	0	0	0.0	0.0	46.2	23.1	23.1	7.7	0.0	0.0	0.0	0.0	22	25.0	30	12		
BRISTOL	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	44	0	4	12.5	18.8	35.4	8.3	8.3	4.2	0.0	2.1	2.1	0.0	8.3	31	72.7	29	44	
BRISTOL	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	44	0	4	0.0	16.7	45.8	12.5	6.3	6.3	0.0	2.1	2.1	0.0	8.3	32	70.5	25	44	
CARDIFF WALES	CARDIFF WALES	VUELING AIRLINES	S	A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	3		
CARDIFF WALES	CARDIFF WALES	VUELING AIRLINES	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	3		
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	16	20		
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	7	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	95.0	4	20		
EDINBURGH	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	34	1		
EDINBURGH	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	27	1		
EDINBURGH	EDINBURGH	RYANAIR	S	A	23	0	2	8.0	32.0	40.0	8.0	4.0	0.0	0.0	0.0	0.0	8.0	6	79.2	11	24		
EDINBURGH	EDINBURGH	RYANAIR	S	D	23	0	2	0.0	28.0	60.0	0.0	4.0	0.0	0.0	0.0	0.0	8.0	5	70.8	10	24		
EDINBURGH	EDINBURGH	VUELING AIRLINES	S	A	13	0	1	21.4	21.4	14.3	28.6	7.1	0.0	0.0	0.0	0.0	7.1	12	76.9	10	13		
EDINBURGH	EDINBURGH	VUELING AIRLINES	S	D	13	0	1	0.0	7.1	35.7	21.4	14.3	14.3	0.0	0.0	0.0	0.0	7.1	26	53.8	19	13	
GLASGOW	GLASGOW	JET2.COM LTD	S	A	8	0	1	0.0	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	11.1	8	55.6	30	9		
GLASGOW	GLASGOW	JET2.COM LTD	S	D	8	0	1	0.0	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	11.1	10	77.8	13	9		
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	A	18	0	1	21.1	15.8	21.1	15.8	0.0	5.3	5.3	10.5	0.0	0.0	5.3	38	88.9	9	18	
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	D	17	0	1	0.0	27.8	33.3	5.6	5.6	16.7	0.0	5.6	0.0	0.0	5.6	35	94.4	3	18	
LEEDS BRADFORD	LEEDS BRADFORD	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9		
LEEDS BRADFORD	LEEDS BRADFORD	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9		
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	38.2	38.2	14.7	0.0	2.9	5.9	0.0	0.0	0.0	0.0	7	68.6	17	35		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	34	0	0	0.0	55.9	32.4	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	88.6	13	35		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	20	0	0	0.0	40.0	35.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	85.0	11	20		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	20	0	0	0.0	20.0	65.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	16	20		
GATWICK	BRITISH AIRWAYS PLC	S A	54	0	3	22.8	40.4	14.0	5.3	7.0	1.8	3.5	0.0	0.0	0.0	0.0	5.3	11	74.6	14	59		
GATWICK	BRITISH AIRWAYS PLC	S D	54	0	3	0.0	52.6	29.8	7.0	3.5	1.8	0.0	0.0	0.0	0.0	0.0	5.3	6	83.1	9	59		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	174	0	5	33.5	39.1	12.8	3.9	3.9	1.1	2.2	0.6	0.0	0.0	2.8	9	71.4	15	182			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	174	0	5	0.0	33.0	39.7	11.2	8.9	2.2	1.1	1.1	0.0	0.0	2.8	15	70.9	19	182			
GATWICK	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	18			
GATWICK	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	31	0	0	3.2	16.1	51.6	16.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	12	61.3	15	31			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	31	0	0	0.0	3.2	32.3	29.0	35.5	0.0	0.0	0.0	0.0	0.0	0.0	25	51.6	22	31			
GATWICK	THOMAS COOK AIRLINES LTD	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0			
GATWICK	THOMAS COOK AIRLINES LTD	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GATWICK	TITAN AIRWAYS LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GATWICK	TITAN AIRWAYS LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
GATWICK	VUELING AIRLINES	S A	131	0	0	10.7	51.1	24.4	4.6	4.6	3.8	0.8	0.0	0.0	0.0	0.0	9	74.8	15	109			
GATWICK	VUELING AIRLINES	S D	128	0	1	0.0	14.0	46.5	19.4	11.6	6.2	1.6	0.0	0.0	0.0	0.8	20	62.2	28	109			
HEATHROW	BRITISH AIRWAYS PLC	S A	205	0	8	16.4	41.8	23.5	4.2	6.6	2.8	0.0	0.9	0.0	0.0	3.8	10	73.9	15	184			
HEATHROW	BRITISH AIRWAYS PLC	S D	203	0	8	0.0	38.4	41.2	10.4	4.7	1.4	0.0	0.0	0.0	0.0	3.8	8	86.5	7	185			
HEATHROW	VUELING AIRLINES	S A	41	0	1	0.0	33.3	35.7	14.3	7.1	2.4	2.4	2.4	0.0	0.0	2.4	19	100.0	0	2			
HEATHROW	VUELING AIRLINES	S D	42	0	1	0.0	27.9	25.6	14.0	20.9	0.0	4.7	2.3	2.3	0.0	2.3	54	100.0	4	2			
LUTON	AVCON JET AG	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	91	0	1	18.5	28.3	20.7	12.0	7.6	8.7	2.2	1.1	0.0	0.0	1.1	22	71.0	19	93			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	92	0	1	0.0	15.1	54.8	15.1	6.5	5.4	1.1	1.1	0.0	0.0	1.1	19	81.7	12	93			
LUTON	EL AL	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LUTON	EXECUTIVE AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	LUTON	VUELING AIRLINES	S	A	51	0	0	19.6	31.4	27.5	7.8	7.8	2.0	2.0	2.0	0.0	0.0	0.0	15	78.7	18	61	
	LUTON	VUELING AIRLINES	S	D	51	0	0	0.0	11.8	43.1	7.8	19.6	9.8	2.0	5.9	0.0	0.0	0.0	35	60.7	25	61	
	STANSTED	RYANAIR	S	A	104	0	3	9.3	41.1	26.2	6.5	4.7	7.5	1.9	0.0	0.0	0.0	2.8	14	79.5	20	130	
	STANSTED	RYANAIR	S	D	104	0	3	0.0	0.9	36.4	16.8	26.2	11.2	2.8	2.8	0.0	0.0	2.8	39	72.5	25	130	
	MANCHESTER	JET2.COM LTD	S	A	19	0	0	15.8	47.4	15.8	10.5	0.0	5.3	5.3	0.0	0.0	0.0	0.0	14	61.1	19	18	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	11.1	61.1	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	88.9	11	18	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	15	14	
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	14	
	MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	RYANAIR	S	A	38	0	0	2.6	28.9	39.5	15.8	5.3	5.3	2.6	0.0	0.0	0.0	0.0	20	84.1	15	44	
	MANCHESTER	RYANAIR	S	D	38	0	0	0.0	23.7	60.5	5.3	5.3	0.0	2.6	2.6	0.0	0.0	0.0	18	86.4	7	44	
	MANCHESTER	VUELING AIRLINES	S	A	25	0	0	24.0	36.0	24.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	6	91.3	7	23	
	MANCHESTER	VUELING AIRLINES	S	D	25	0	0	0.0	28.0	44.0	8.0	16.0	0.0	4.0	0.0	0.0	0.0	0.0	16	86.4	10	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	0.0	50.0	10.0	25.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	17	75.0	34	20	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	19	0	1	0.0	10.0	35.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	5.0	26	70.0	38	20	
	NEWCASTLE	JET2.COM LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	NEWCASTLE	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	19	11	
	NEWCASTLE	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	19	11	
	SOUTHEND	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	10	0	1	36.4	27.3	9.1	9.1	0.0	9.1	0.0	0.0	0.0	0.0	9.1	9	77.8	7	8	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	10	0	1	0.0	63.6	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	2	77.8	7	9	
<b>TOTAL BARCELONA</b>					<b>2428</b>	<b>0</b>	<b>68</b>	<b>8.4</b>	<b>30.8</b>	<b>33.7</b>	<b>10.3</b>	<b>8.1</b>	<b>3.8</b>	<b>1.2</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>75.5</b>	<b>16</b>	<b>2569</b>	
BARDUFOSS																							
	EXETER	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BARDUFOSS</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										MAR 2017				
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BARI (PALESE)																						
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	1
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	66.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	50.0	9	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	40	50.0	14	2
	LUTON	WIZZ AIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	LUTON	WIZZ AIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	STANSTED	RYANAIR	S	A	22	0	1	17.4	43.5	8.7	4.3	13.0	8.7	0.0	0.0	0.0	0.0	4.3	15	80.6	11	31
	STANSTED	RYANAIR	S	D	22	0	1	0.0	4.3	56.5	8.7	17.4	8.7	0.0	0.0	0.0	0.0	4.3	20	93.5	6	31
<b>TOTAL BARI (PALESE)</b>					<b>64</b>	<b>0</b>	<b>2</b>	<b>7.6</b>	<b>24.2</b>	<b>34.8</b>	<b>9.1</b>	<b>12.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>18</b>	<b>86.1</b>	<b>8</b>	<b>72</b>
BARRA																						
	GLASGOW	LOGANAIR LTD	S	A	55	0	5	3.3	23.3	43.3	5.0	8.3	5.0	1.7	1.7	0.0	0.0	8.3	19	66.7	28	57
	GLASGOW	LOGANAIR LTD	S	D	55	0	4	1.7	18.6	45.8	10.2	8.5	5.1	1.7	1.7	0.0	0.0	6.8	21	65.5	26	58
<b>TOTAL BARRA</b>					<b>110</b>	<b>0</b>	<b>9</b>	<b>2.5</b>	<b>21.0</b>	<b>44.5</b>	<b>7.6</b>	<b>8.4</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.6</b>	<b>20</b>	<b>66.1</b>	<b>27</b>	<b>115</b>
BEAUVAIS																						
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	16	14
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	9	14
<b>TOTAL BEAUVAIS</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>82.1</b>	<b>13</b>	<b>28</b>
BEIJING																						
	HEATHROW	AIR CHINA	S	A	61	0	1	6.5	19.4	11.3	25.8	29.0	6.5	0.0	0.0	0.0	0.0	1.6	25	51.6	29	62
	HEATHROW	AIR CHINA	S	D	61	0	1	1.6	56.5	21.0	12.9	3.2	3.2	0.0	0.0	0.0	0.0	1.6	8	85.5	12	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	28.6	32.1	17.9	14.3	3.6	3.6	0.0	0.0	0.0	0.0	0.0	9	87.1	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	25.0	35.7	28.6	7.1	3.6	0.0	0.0	0.0	0.0	0.0	16	71.0	13	31
	MANCHESTER	HAINAN AIRLINES	S	A	14	0	0	14.3	28.6	35.7	7.1	0.0	0.0	7.1	7.1	0.0	0.0	0.0	28	61.1	21	18
	MANCHESTER	HAINAN AIRLINES	S	D	14	0	0	0.0	28.6	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	94.4	2	18
<b>TOTAL BEIJING</b>					<b>206</b>	<b>0</b>	<b>2</b>	<b>7.2</b>	<b>34.1</b>	<b>22.6</b>	<b>18.8</b>	<b>11.5</b>	<b>3.8</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>73.0</b>	<b>16</b>	<b>222</b>
BEIRUT																						
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	33.3	37.0	14.8	7.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	7	90.3	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	7.4	55.6	22.2	11.1	0.0	0.0	3.7	0.0	0.0	0.0	19	64.5	16	31

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2017		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
HEATHROW		MIDDLE EAST AIRLINES (AIR LIBAN S A L)		S	A	61	0	1	14.5	27.4	29.0	21.0	4.8	1.6	0.0	0.0	0.0	0.0	1.6	10	71.0	12	62					
HEATHROW		MIDDLE EAST AIRLINES (AIR LIBAN S A L)		S	D	61	0	1	0.0	41.9	33.9	12.9	8.1	1.6	0.0	0.0	0.0	0.0	1.6	10	77.4	8	62					
<b>TOTAL BEIRUT</b>						<b>176</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>30.9</b>	<b>32.6</b>	<b>16.3</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>75.4</b>	<b>10</b>	<b>187</b>					
BELFAST CITY (GEORGE BEST)																												
ABERDEEN		FLYBE LTD		S	A	28	0	2	0.0	43.3	33.3	3.3	10.0	3.3	0.0	0.0	0.0	0.0	6.7	9	100.0	0	31					
ABERDEEN		FLYBE LTD		S	D	29	0	2	0.0	58.1	22.6	0.0	9.7	3.2	0.0	0.0	0.0	0.0	6.5	8	100.0	0	31					
BIRMINGHAM		FLYBE LTD		S	A	183	0	13	9.7	49.5	12.2	6.1	6.6	6.1	2.6	0.5	0.0	0.0	6.6	15	90.8	6	184					
BIRMINGHAM		FLYBE LTD		S	D	186	0	11	0.5	17.8	47.2	11.2	6.1	9.6	1.5	0.5	0.0	0.0	5.6	20	85.3	9	184					
CARDIFF WALES		FLYBE LTD		S	A	48	0	4	0.0	38.5	30.8	9.6	3.8	7.7	0.0	1.9	0.0	0.0	7.7	17	94.1	4	34					
CARDIFF WALES		FLYBE LTD		S	D	48	0	4	0.0	36.5	40.4	5.8	3.8	1.9	1.9	1.9	0.0	0.0	7.7	12	91.4	4	35					
DONCASTER SHEFFIELD		FLYBE LTD		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0					
EAST MIDLANDS INTERNATIONAL		FLYBE LTD		S	A	91	0	3	4.3	68.1	12.8	4.3	3.2	3.2	1.1	0.0	0.0	0.0	3.2	8	96.8	2	93					
EAST MIDLANDS INTERNATIONAL		FLYBE LTD		S	D	92	0	3	0.0	58.9	23.2	4.2	3.2	5.3	2.1	0.0	0.0	0.0	3.2	11	93.5	3	93					
EDINBURGH		FLYBE LTD		S	A	112	0	8	8.3	52.5	21.7	4.2	1.7	3.3	1.7	0.0	0.0	0.0	6.7	8	86.4	7	132					
EDINBURGH		FLYBE LTD		S	D	112	0	8	0.0	48.3	33.3	2.5	4.2	4.2	0.8	0.0	0.0	0.0	6.7	9	83.3	9	132					
EXETER		FLYBE LTD		S	A	18	0	2	0.0	25.0	50.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	7	81.0	6	20					
EXETER		FLYBE LTD		S	D	18	0	2	0.0	30.0	30.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	10.0	14	85.0	9	20					
GLASGOW		FLYBE LTD		S	A	110	0	7	4.3	44.4	25.6	6.8	9.4	3.4	0.0	0.0	0.0	0.0	6.0	10	83.8	8	136					
GLASGOW		FLYBE LTD		S	D	110	0	7	0.0	28.2	40.2	11.1	9.4	4.3	0.9	0.0	0.0	0.0	6.0	14	84.6	9	136					
ISLE OF MAN		EASTERN AIRWAYS		S	A	25	0	2	3.7	25.9	37.0	11.1	7.4	0.0	7.4	0.0	0.0	0.0	7.4	20	0.0	0	0					
ISLE OF MAN		EASTERN AIRWAYS		S	D	25	0	2	0.0	40.7	25.9	11.1	7.4	0.0	7.4	0.0	0.0	0.0	7.4	18	0.0	0	0					
LEEDS BRADFORD		FLYBE LTD		S	A	114	0	13	6.3	48.8	20.5	3.1	6.3	3.1	1.6	0.0	0.0	0.0	10.2	11	98.3	1	115					
LEEDS BRADFORD		FLYBE LTD		S	D	113	0	14	0.0	42.5	25.2	5.5	9.4	3.1	2.4	0.8	0.0	0.0	11.0	17	98.3	2	116					
LIVERPOOL (JOHN LENNON)		FLYBE LTD		S	A	20	0	1	0.0	33.3	33.3	9.5	14.3	0.0	4.8	0.0	0.0	0.0	4.8	17	95.8	4	24					
LIVERPOOL (JOHN LENNON)		FLYBE LTD		S	D	18	0	1	0.0	5.3	63.2	0.0	15.8	0.0	10.5	0.0	0.0	0.0	5.3	28	95.8	3	24					
HEATHROW		AER LINGUS		S	A	86	0	7	19.4	43.0	17.2	5.4	3.2	4.3	0.0	0.0	0.0	0.0	7.5	7	87.9	6	91					
HEATHROW		AER LINGUS		S	D	86	0	6	0.0	48.9	29.3	3.3	5.4	5.4	1.1	0.0	0.0	0.0	6.5	10	89.0	5	91					
HEATHROW		BRITISH AIRWAYS PLC		S	A	120	0	3	22.0	47.2	17.9	4.9	0.8	4.9	0.0	0.0	0.0	0.0	2.4	7	90.2	4	163					
HEATHROW		BRITISH AIRWAYS PLC		S	D	120	0	3	0.0	35.0	48.0	7.3	3.3	3.3	0.8	0.0	0.0	0.0	2.4	10	91.5	5	164					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LONDON CITY	FLYBE LTD	S	A	90	0	6	6.3	34.4	38.5	10.4	1.0	2.1	0.0	1.0	0.0	0.0	6.3	11	90.1	4	91	
	LONDON CITY	FLYBE LTD	S	D	90	0	10	0.0	21.0	41.0	17.0	8.0	1.0	1.0	1.0	0.0	0.0	10.0	16	76.3	14	93	
	LUTON	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	195	0	5	1.5	47.5	31.0	7.0	6.5	3.0	0.5	0.5	0.0	0.0	2.5	11	88.8	7	196	
	MANCHESTER	FLYBE LTD	S	D	195	0	5	0.0	14.5	61.5	9.0	7.0	3.0	1.5	1.0	0.0	0.0	2.5	15	83.6	11	195	
	NEWCASTLE	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	NEWCASTLE	FLYBE LTD	S	A	24	0	1	16.0	24.0	20.0	8.0	8.0	0.0	20.0	0.0	0.0	0.0	4.0	38	0.0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	25	0	2	0.0	7.4	40.7	29.6	7.4	0.0	7.4	0.0	0.0	0.0	7.4	28	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	82	0	4	4.7	57.0	22.1	5.8	2.3	3.5	0.0	0.0	0.0	0.0	4.7	7	85.5	7	76	
	SOUTHAMPTON	FLYBE LTD	S	D	82	0	3	0.0	45.9	36.5	5.9	4.7	3.5	0.0	0.0	0.0	0.0	3.5	9	79.2	9	77	
	SOUTHEND	FLYBE LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2699</b>	<b>0</b>	<b>164</b>	<b>3.8</b>	<b>39.9</b>	<b>31.9</b>	<b>7.2</b>	<b>5.7</b>	<b>3.9</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>13</b>	<b>88.6</b>	<b>6</b>	<b>2777</b>	
BELFAST INTERNATIONAL																							
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	75	0	3	3.8	43.6	32.1	9.0	5.1	0.0	1.3	0.0	1.3	0.0	3.8	14	87.8	7	82	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	74	0	4	0.0	23.1	41.0	16.7	10.3	2.6	1.3	0.0	0.0	0.0	5.1	16	80.5	10	82	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	69	0	10	1.3	26.6	29.1	10.1	12.7	7.6	0.0	0.0	0.0	0.0	12.7	19	81.6	16	76	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	69	0	10	0.0	27.8	36.7	3.8	8.9	7.6	2.5	0.0	0.0	0.0	12.7	19	81.6	13	76	
	CARDIFF WALES	CITY JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
	CARDIFF WALES	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	91	0	8	0.0	44.4	25.3	10.1	12.1	0.0	0.0	0.0	0.0	0.0	8.1	9	76.0	10	96	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	91	0	8	0.0	40.4	23.2	23.2	3.0	2.0	0.0	0.0	0.0	0.0	8.1	10	72.9	12	96	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	89	0	8	3.1	56.7	16.5	7.2	2.1	5.2	1.0	0.0	0.0	0.0	8.2	10	79.6	11	98	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	89	0	8	1.0	46.4	29.9	3.1	9.3	2.1	0.0	0.0	0.0	0.0	8.2	8	76.5	11	98	
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	171	0	1	1.7	61.0	15.7	7.6	8.1	3.5	1.7	0.0	0.0	0.0	0.6	11	85.7	9	174	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	171	0	1	0.6	64.0	18.0	7.6	5.8	2.3	1.2	0.0	0.0	0.0	0.6	9	86.3	10	175	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	174	0	3	9.0	34.5	26.6	8.5	6.8	10.7	1.1	1.1	0.0	0.0	1.7	20	74.0	13	181							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	174	0	1	0.0	19.4	46.9	12.0	8.0	9.1	3.4	0.6	0.0	0.0	0.6	22	71.8	15	181							
GATWICK	RYANAIR	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	83.3	8	142							
GATWICK	RYANAIR	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	78.1	11	142							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	104	0	3	1.9	35.5	32.7	13.1	5.6	5.6	1.9	0.9	0.0	0.0	2.8	19	74.1	14	108							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	105	0	1	0.0	27.4	43.4	12.3	10.4	3.8	0.0	1.9	0.0	0.0	0.9	17	77.6	12	107							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	123	0	2	0.8	41.6	29.6	9.6	8.8	3.2	4.0	0.8	0.0	0.0	1.6	18	85.2	7	127							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	123	0	2	0.0	35.2	31.2	12.0	12.8	2.4	3.2	0.8	0.8	0.0	1.6	22	81.3	8	128							
STANSTED	RYANAIR	S	A	92	0	2	26.6	47.9	11.7	5.3	5.3	0.0	1.1	0.0	0.0	0.0	2.1	5	0.0	0	0							
STANSTED	RYANAIR	S	D	92	0	1	0.0	19.4	41.9	23.7	8.6	5.4	0.0	0.0	0.0	0.0	1.1	16	0.0	0	0							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	0.0	42.4	34.1	7.1	8.2	5.9	2.4	0.0	0.0	0.0	0.0	16	83.5	8	85							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	0.0	22.9	45.8	10.8	10.8	4.8	4.8	0.0	0.0	0.0	0.0	21	81.2	10	85							
MANCHESTER	RYANAIR	S	A	7	0	0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0							
MANCHESTER	RYANAIR	S	D	7	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0							
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	77	0	1	0.0	25.6	41.0	9.0	11.5	5.1	2.6	3.8	0.0	0.0	1.3	26	91.0	6	78							
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	77	0	1	0.0	33.3	42.3	3.8	10.3	2.6	3.8	2.6	0.0	0.0	1.3	21	84.6	7	78							
SOUTHAMPTON	FLYBE LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0							
<b>TOTAL BELFAST INTERNATIONAL</b>				<b>2316</b>	<b>0</b>	<b>81</b>	<b>2.4</b>	<b>38.4</b>	<b>30.7</b>	<b>10.2</b>	<b>8.2</b>	<b>4.4</b>	<b>1.7</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>3.4</b>	<b>16</b>	<b>80.2</b>	<b>10</b>	<b>2499</b>							
BELGRADE																												
HEATHROW	AIR SERBIA	S	A	33	0	0	15.2	39.4	21.2	15.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	68.8	12	32							
HEATHROW	AIR SERBIA	S	D	33	0	0	0.0	33.3	42.4	12.1	9.1	3.0	0.0	0.0	0.0	0.0	0.0	11	65.6	14	32							
LUTON	WIZZ AIR	S	A	14	0	0	35.7	14.3	28.6	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	3	9							
LUTON	WIZZ AIR	S	D	14	0	0	0.0	14.3	35.7	14.3	7.1	28.6	0.0	0.0	0.0	0.0	0.0	36	88.9	4	9							
<b>TOTAL BELGRADE</b>				<b>94</b>	<b>0</b>	<b>0</b>	<b>10.6</b>	<b>29.8</b>	<b>31.9</b>	<b>11.7</b>	<b>10.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.0</b>	<b>11</b>	<b>82</b>							
BENBECULA																												
EDINBURGH	LOGANAIR LTD	S	A	9	0	1	40.0	20.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	8	0.0	0	0							
EDINBURGH	LOGANAIR LTD	S	D	9	0	1	0.0	10.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	7	0.0	0	0							
GLASGOW	LOGANAIR LTD	S	A	40	0	3	20.9	46.5	14.0	2.3	2.3	2.3	2.3	2.3	0.0	0.0	7.0	12	75.0	16	40							
GLASGOW	LOGANAIR LTD	S	D	40	0	2	0.0	52.4	31.0	2.4	2.4	2.4	2.4	2.4	0.0	0.0	4.8	13	75.0	17	40							
MANCHESTER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
MANCHESTER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3							
<b>TOTAL BENBECULA</b>				<b>98</b>	<b>0</b>	<b>7</b>	<b>12.4</b>	<b>42.9</b>	<b>24.8</b>	<b>4.8</b>	<b>2.9</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>12</b>	<b>76.2</b>	<b>16</b>	<b>84</b>							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BERGAMO	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	77.8	4	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	9
	BRISTOL	RYANAIR	S	A	13	0	1	0.0	50.0	21.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	7.1	13	69.2	11	13
	BRISTOL	RYANAIR	S	D	13	0	1	0.0	21.4	50.0	7.1	14.3	0.0	0.0	0.0	0.0	0.0	7.1	9	46.2	23	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	1	7.1	35.7	42.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	7.1	10	84.6	13	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	1	0.0	0.0	64.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	7.1	21	69.2	18	13
	EDINBURGH	RYANAIR	S	A	21	0	0	0.0	23.8	42.9	14.3	9.5	9.5	0.0	0.0	0.0	0.0	0.0	17	100.0	0	4
	EDINBURGH	RYANAIR	S	D	21	0	1	0.0	22.7	36.4	27.3	9.1	0.0	0.0	0.0	0.0	0.0	4.5	12	100.0	3	4
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1
	STANSTED	RYANAIR	S	A	109	0	2	22.5	36.0	20.7	7.2	7.2	3.6	0.0	0.9	0.0	0.0	1.8	11	91.9	8	123
	STANSTED	RYANAIR	S	D	109	0	2	0.0	6.3	27.9	20.7	31.5	9.9	1.8	0.0	0.0	0.0	1.8	31	74.8	12	123
	MANCHESTER	RYANAIR	S	A	33	0	0	0.0	27.3	36.4	15.2	12.1	6.1	3.0	0.0	0.0	0.0	0.0	19	85.0	8	40
	MANCHESTER	RYANAIR	S	D	33	0	0	0.0	33.3	33.3	18.2	9.1	6.1	0.0	0.0	0.0	0.0	0.0	16	82.5	10	40
<b>TOTAL BERGAMO</b>					<b>414</b>	<b>0</b>	<b>9</b>	<b>6.1</b>	<b>24.3</b>	<b>33.6</b>	<b>13.0</b>	<b>13.9</b>	<b>5.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>18</b>	<b>82.0</b>	<b>10</b>	<b>406</b>
BERGEN	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	42	0	2	0.0	45.5	34.1	6.8	9.1	0.0	0.0	0.0	0.0	0.0	4.5	7	91.8	5	49
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	42	0	2	0.0	38.6	38.6	6.8	9.1	2.3	0.0	0.0	0.0	0.0	4.5	8	91.8	4	49
	BIRMINGHAM	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
	BIRMINGHAM	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	BOURNEMOUTH	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0
	BRISTOL	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	BRISTOL	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1
	CARDIFF WALES	GERMANIA FLUGGESELLSCHAFT	C	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	CARDIFF WALES	GERMANIA FLUGGESELLSCHAFT	C	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0							
	GLASGOW	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0							
	LEEDS BRADFORD	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
	LEEDS BRADFORD	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0							
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	50.0	20	2							
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	5	1							
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0								
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	54	0	0	11.1	33.3	35.2	11.1	7.4	0.0	0.0	1.9	0.0	0.0	0.0	14	94.4	4	54								
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	54	0	0	0.0	14.8	50.0	16.7	13.0	3.7	0.0	1.9	0.0	0.0	0.0	21	87.0	6	54								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	4	31								
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	5	31								
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	34	2								
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2								
	MANCHESTER	SAS	S	A	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	100.0	0	9								
	MANCHESTER	SAS	S	D	9	0	0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	100.0	1	9								
	NEWCASTLE	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
	NEWCASTLE	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0								
	NEWCASTLE	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1								
	NEWCASTLE	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1								
<b>TOTAL BERGEN BERGERAC</b>					<b>231</b>	<b>2</b>	<b>4</b>	<b>3.0</b>	<b>33.8</b>	<b>37.1</b>	<b>10.1</b>	<b>10.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>1.7</b>	<b>14</b>	<b>90.9</b>	<b>5</b>	<b>298</b>								
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	79	66.7	12	3								



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	75	66.7	21	3	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	2	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	87.5	0	7	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	1	7	
	STANSTED	RYANAIR	S	A	16	0	2	5.6	27.8	27.8	11.1	5.6	5.6	5.6	0.0	0.0	0.0	11.1	23	82.4	4	15	
	STANSTED	RYANAIR	S	D	16	0	2	0.0	5.6	38.9	22.2	5.6	5.6	11.1	0.0	0.0	0.0	11.1	31	88.2	6	15	
	SOUTHAMPTON	FLYBE LTD	S	A	15	0	2	0.0	35.3	23.5	5.9	5.9	5.9	11.8	0.0	0.0	0.0	11.8	29	81.3	37	16	
	SOUTHAMPTON	FLYBE LTD	S	D	17	0	1	0.0	27.8	55.6	0.0	0.0	5.6	5.6	0.0	0.0	0.0	5.6	17	81.3	17	16	
<b>TOTAL BERGERAC</b>					<b>80</b>	<b>0</b>	<b>7</b>	<b>2.3</b>	<b>23.0</b>	<b>36.8</b>	<b>9.2</b>	<b>4.6</b>	<b>5.7</b>	<b>8.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>29</b>	<b>83.7</b>	<b>13</b>	<b>86</b>	
BERLIN (SCHONEFELD)	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	50.0	25.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	36	100.0	1	12	
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	2	13	
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	RYANAIR	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	17	0	3	15.0	20.0	10.0	15.0	15.0	10.0	0.0	0.0	0.0	0.0	15.0	21	85.0	5	19	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	17	0	3	0.0	35.0	20.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	15.0	16	75.0	20	20	
	CARDIFF WALES	EASYJET AIRLINE COMPANY LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	15.4	7.7	38.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	23	91.7	4	12	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	23.1	53.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	7	11	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	1	5.6	33.3	5.6	22.2	16.7	5.6	5.6	0.0	0.0	0.0	5.6	25	68.8	12	16	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	1	0.0	16.7	50.0	5.6	22.2	0.0	0.0	0.0	0.0	0.0	5.6	16	75.0	8	16	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	29	0	2	16.1	19.4	32.3	9.7	6.5	3.2	6.5	0.0	0.0	0.0	6.5	19	86.2	8	29	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	29	0	2	0.0	48.4	29.0	9.7	0.0	6.5	0.0	0.0	0.0	0.0	6.5	10	90.0	7	30	
	GLASGOW	RYANAIR	S	A	25	0	1	0.0	42.3	30.8	7.7	7.7	3.8	0.0	3.8	0.0	0.0	3.8	19	75.0	8	24	
	GLASGOW	RYANAIR	S	D	25	0	1	0.0	26.9	23.1	23.1	11.5	7.7	0.0	3.8	0.0	0.0	3.8	27	70.8	10	24	
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	33.3	33.3	22.2	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	39	77.8	1	7	
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	1	0.0	11.1	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5	70.0	1	7	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	13.6	45.5	18.2	4.5	4.5	9.1	4.5	0.0	0.0	0.0	0.0	21	75.0	7	22	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	63.6	22.7	0.0	4.5	4.5	4.5	0.0	0.0	0.0	0.0	15	91.3	7	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	135	0	2	16.8	38.0	20.4	10.9	5.8	5.8	0.7	0.0	0.0	0.0	1.5	12	84.3	5	124	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	135	0	2	0.0	24.8	50.4	12.4	5.1	4.4	1.5	0.0	0.0	0.0	1.5	14	76.7	10	124	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.9	11	35	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.3	5	35	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	2	0.0	40.7	24.1	14.8	9.3	3.7	3.7	0.0	0.0	0.0	3.7	18	64.8	16	54	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	2	0.0	16.7	63.0	7.4	5.6	1.9	1.9	0.0	0.0	0.0	3.7	12	64.8	17	54	
	LUTON	EASYJET SWITZERLAND	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	RYANAIR	S	A	107	0	2	5.5	41.3	20.2	14.7	3.7	8.3	3.7	0.9	0.0	0.0	1.8	21	79.3	8	109	
	STANSTED	RYANAIR	S	D	106	0	2	0.0	9.3	37.0	19.4	19.4	12.0	0.9	0.0	0.0	0.0	1.9	27	77.0	10	110	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	14.0	36.8	26.3	5.3	5.3	7.0	1.8	1.8	1.8	0.0	0.0	26	81.0	6	52	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	0.0	33.3	49.1	5.3	5.3	3.5	0.0	3.5	0.0	0.0	0.0	16	81.0	8	56	
	MANCHESTER	JET2.COM LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	31	0	0	3.2	19.4	38.7	9.7	25.8	0.0	0.0	3.2	0.0	0.0	0.0	23	58.1	17	29	
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	9.7	22.6	22.6	25.8	16.1	0.0	3.2	0.0	0.0	0.0	37	38.7	29	29	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	14.3	42.9	35.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	12	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	35.7	35.7	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	14	100.0	2	12	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>1074</b>	<b>1</b>	<b>28</b>	<b>5.3</b>	<b>30.0</b>	<b>33.1</b>	<b>11.9</b>	<b>8.7</b>	<b>5.8</b>	<b>1.6</b>	<b>0.9</b>	<b>0.1</b>	<b>0.1</b>	<b>2.5</b>	<b>19</b>	<b>77.5</b>	<b>9</b>	<b>1121</b>	
BERLIN (TEGEL)																							
	BIRMINGHAM	FLYBE LTD	S	A	36	0	2	0.0	36.8	21.1	21.1	5.3	2.6	5.3	2.6	0.0	0.0	5.3	25	75.0	7	43	
	BIRMINGHAM	FLYBE LTD	S	D	36	0	2	0.0	21.1	44.7	13.2	10.5	2.6	2.6	0.0	0.0	0.0	5.3	17	80.9	6	42	
	CARDIFF WALES	FLYBE LTD	S	A	10	0	2	0.0	58.3	8.3	0.0	8.3	8.3	0.0	0.0	0.0	0.0	16.7	15	70.0	17	9	
	CARDIFF WALES	FLYBE LTD	S	D	10	0	2	0.0	25.0	25.0	25.0	0.0	8.3	0.0	0.0	0.0	0.0	16.7	20	80.0	14	10	
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	2	11	
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	8	12	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	BRITISH AIRWAYS PLC	S	A	214	0	8	12.2	36.5	27.5	9.5	7.2	3.2	0.0	0.0	0.5	0.0	3.6	14	79.4	8	175
	HEATHROW	BRITISH AIRWAYS PLC	S	D	213	0	8	0.0	35.3	44.3	9.0	5.9	1.8	0.0	0.0	0.0	0.0	3.6	9	90.9	5	175
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	73	0	2	14.7	37.3	22.7	10.7	6.7	4.0	1.3	0.0	0.0	0.0	2.7	11	0.0	0	0
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	73	0	2	0.0	34.7	41.3	8.0	6.7	5.3	1.3	0.0	0.0	0.0	2.7	15	0.0	0	0
	HEATHROW	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.1	8	77	
	HEATHROW	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	8	77	
	LONDON CITY	BA CITYFLYER LTD	S	A	69	0	2	9.9	32.4	28.2	15.5	2.8	5.6	1.4	1.4	0.0	0.0	2.8	17	63.5	22	63
	LONDON CITY	BA CITYFLYER LTD	S	D	69	0	3	0.0	37.5	34.7	8.3	11.1	1.4	1.4	0.0	0.0	4.2	15	48.4	25	64	
	STANSTED	BA CITYFLYER LTD	S	A	4	0	1	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	1	75.0	14	4
	STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	77	75.0	20	4
	STANSTED	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL BERLIN (TEGEL)</b>					<b>821</b>	<b>0</b>	<b>34</b>	<b>5.5</b>	<b>35.0</b>	<b>33.7</b>	<b>10.5</b>	<b>6.7</b>	<b>3.3</b>	<b>0.9</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>4.0</b>	<b>14</b>	<b>78.7</b>	<b>10</b>	<b>766</b>
BERMUDA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	25.0	25.0	20.8	8.3	12.5	8.3	0.0	0.0	0.0	0.0	0.0	15	95.8	2	24
	GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	50.0	29.2	4.2	4.2	12.5	0.0	0.0	0.0	0.0	0.0	16	91.7	6	24
<b>TOTAL BERMUDA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>6.3</b>	<b>8.3</b>	<b>10.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>93.8</b>	<b>4</b>	<b>48</b>
BERNE																						
	LONDON CITY	SKY WORK AG	S	A	15	0	2	5.9	23.5	52.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11.8	4	100.0	0	4
	LONDON CITY	SKY WORK AG	S	D	15	0	3	0.0	33.3	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16.7	6	69.0	13	42
	STANSTED	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1	
	STANSTED	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
<b>TOTAL BERNE</b>					<b>30</b>	<b>0</b>	<b>5</b>	<b>2.9</b>	<b>28.6</b>	<b>45.7</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>5</b>	<b>70.8</b>	<b>12</b>	<b>48</b>
BEZIERS																						
	BRISTOL	RYANAIR	S	A	3	0	0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	3
	BRISTOL	RYANAIR	S	D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	10	3
	EDINBURGH	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	20	2
	EDINBURGH	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
	LUTON	RYANAIR	S	A	10	0	0	30.0	30.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	2	10
	LUTON	RYANAIR	S	D	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	5	10
	STANSTED	RYANAIR	S	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	STANSTED	RYANAIR	S	D	3	0	0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	100.0	5	1
	MANCHESTER	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	8	1
<b>TOTAL BEZIERS</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>22.5</b>	<b>40.0</b>	<b>17.5</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.5</b>	<b>5</b>	<b>32</b>
BIARRITZ																						
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	DONCASTER SHEFFIELD	VISTAJET LTD MALTA	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	61	0.0	0	0
	STANSTED	RYANAIR	S	A	18	0	1	0.0	26.3	31.6	26.3	0.0	5.3	5.3	0.0	0.0	0.0	5.3	19	76.5	11	16
	STANSTED	RYANAIR	S	D	19	0	0	0.0	0.0	57.9	31.6	10.5	0.0	0.0	0.0	0.0	0.0	0.0	15	88.2	6	16
<b>TOTAL BIARRITZ</b>					<b>39</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>12.5</b>	<b>45.0</b>	<b>27.5</b>	<b>5.0</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>18</b>	<b>80.0</b>	<b>8</b>	<b>32</b>
BIGGIN HILL																						
	LIVERPOOL (JOHN LENNON)	MALETH AERO	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL BIGGIN HILL</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BILBAO																						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	7	0	2	0.0	44.4	0.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	22.2	14	88.9	19	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	7	0	2	0.0	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	4	88.9	5	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	50.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	VUELING AIRLINES	S	A	31	0	1	31.3	31.3	15.6	9.4	6.3	3.1	0.0	0.0	0.0	0.0	3.1	8	80.6	10	30
	GATWICK	VUELING AIRLINES	S	D	32	0	1	0.0	27.3	42.4	6.1	15.2	3.0	0.0	3.0	0.0	0.0	3.0	21	70.0	16	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	27.3	34.1	20.5	6.8	9.1	2.3	0.0	0.0	0.0	0.0	0.0	10	83.9	10	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	40.9	45.5	2.3	11.4	0.0	0.0	0.0	0.0	0.0	0.0	9	85.5	8	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	32	0	2	2.9	35.3	20.6	14.7	14.7	5.9	0.0	0.0	0.0	0.0	5.9	16	73.5	13	32
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	32	0	2	0.0	17.6	44.1	17.6	8.8	5.9	0.0	0.0	0.0	0.0	5.9	16	73.5	9	33
	STANSTED	TRANSAVIA	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	10	0	1	0.0	0.0	9.1	36.4	36.4	9.1	0.0	0.0	0.0	0.0	9.1	29	90.9	6	11

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: B																	MAR 2017			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								than 15 m early	to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late						
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	10	0	1	0.0	9.1	27.3	27.3	18.2	9.1	0.0	0.0	0.0	0.0	9.1	24	63.6	11	11
<b>TOTAL BILBAO</b>					<b>268</b>	<b>0</b>	<b>12</b>	<b>9.3</b>	<b>30.4</b>	<b>28.6</b>	<b>11.4</b>	<b>11.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>14</b>	<b>80.0</b>	<b>10</b>	<b>290</b>
BILLUND																						
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	23.3	41.9	20.9	9.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	5	75.5	9	49
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	51.2	37.2	7.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	6	91.8	4	49
	LONDON CITY	BA CITYFLYER LTD	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	41	0	0	2.4	70.7	14.6	9.8	0.0	0.0	2.4	0.0	0.0	0.0	0.0	6	82.0	11	50
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	41	0	0	0.0	61.0	29.3	4.9	2.4	0.0	2.4	0.0	0.0	0.0	0.0	8	72.0	16	50
	STANSTED	RYANAIR	S	A	61	0	1	9.7	32.3	14.5	16.1	12.9	12.9	0.0	0.0	0.0	0.0	1.6	21	83.3	10	54
	STANSTED	RYANAIR	S	D	60	0	1	0.0	6.6	41.0	23.0	16.4	9.8	1.6	0.0	0.0	0.0	1.6	24	77.8	9	54
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	50	0	0	0.0	62.0	32.0	0.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	5	94.0	3	50
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	50	0	0	0.0	56.0	28.0	4.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	9	96.0	2	50
<b>TOTAL BILLUND</b>					<b>391</b>	<b>0</b>	<b>4</b>	<b>4.6</b>	<b>44.8</b>	<b>27.1</b>	<b>10.1</b>	<b>6.6</b>	<b>5.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11</b>	<b>84.0</b>	<b>8</b>	<b>407</b>
BIRMINGHAM																						
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	ABERDEEN	FLYBE LTD	S	A	73	0	6	5.1	31.6	27.8	5.1	7.6	8.9	5.1	1.3	0.0	0.0	7.6	26	87.1	14	93
	ABERDEEN	FLYBE LTD	S	D	74	0	5	0.0	44.3	26.6	5.1	6.3	8.9	2.5	0.0	0.0	0.0	6.3	18	88.4	9	95
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	186	0	11	6.1	39.6	25.9	6.6	6.6	7.6	2.0	0.0	0.0	0.0	5.6	16	86.5	7	184
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	182	1	14	0.0	38.6	32.5	5.6	6.1	6.6	2.5	0.5	0.0	0.5	7.1	16	89.7	6	184
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	72	0	4	6.6	30.3	30.3	13.2	11.8	1.3	1.3	0.0	0.0	0.0	5.3	13	81.7	8	82
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	75	0	3	6.4	28.2	39.7	14.1	7.7	0.0	0.0	0.0	0.0	0.0	3.8	9	82.9	8	82
	BOURNEMOUTH	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	BOURNEMOUTH	EASTERN AIRWAYS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	BMI REGIONAL	S	A	1	0	1	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	32	33.3	13	2

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	BMI REGIONAL	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4		
BRISTOL	THOMAS COOK AIRLINES LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
CARDIFF WALES	VUELING AIRLINES	S A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
DONCASTER SHEFFIELD	FLYBE LTD	S A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	52	2		
DONCASTER SHEFFIELD	FLYBE LTD	S D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	39	100.0	14	1		
EDINBURGH	FLYBE LTD	S A	167	0	19	7.0	41.4	22.6	5.4	4.8	5.4	2.2	1.1	0.0	0.0	10.2	17	80.3	12	192			
EDINBURGH	FLYBE LTD	S D	168	0	18	0.0	44.1	30.1	4.3	7.0	1.1	2.7	1.1	0.0	0.0	9.7	14	80.9	15	194			
EDINBURGH	JET2.COM LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1			
EDINBURGH	JET2.COM LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
GLASGOW	FLYBE LTD	S A	160	0	19	7.8	32.4	29.6	5.0	3.9	6.7	3.4	0.6	0.0	0.0	10.6	18	83.5	10	188			
GLASGOW	FLYBE LTD	S D	156	0	22	0.0	34.8	30.3	6.2	4.5	7.9	3.4	0.6	0.0	0.0	12.4	21	87.1	8	186			
GLASGOW	JET2.COM LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
GLASGOW	JET2.COM LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1			
ISLE OF MAN	FLYBE LTD	S A	35	0	1	2.8	16.7	38.9	13.9	13.9	8.3	0.0	0.0	2.8	0.0	2.8	31	0.0	0	0			
ISLE OF MAN	FLYBE LTD	S D	35	0	1	0.0	5.6	61.1	8.3	13.9	2.8	2.8	2.8	0.0	0.0	2.8	24	0.0	0	0			
JERSEY	FLYBE LTD	S A	25	0	2	0.0	22.2	33.3	11.1	11.1	7.4	7.4	0.0	0.0	0.0	7.4	27	78.6	10	54			
JERSEY	FLYBE LTD	S D	53	0	3	0.0	0.0	57.1	14.3	8.9	7.1	3.6	3.6	0.0	0.0	5.4	33	66.1	24	56			
LIVERPOOL (JOHN LENNON)	AER LINGUS	S D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
GATWICK	GERMANIA FLUGGESELLSCHAFT	C D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	NORWEGIAN AIR SHUTTLE	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	TITAN AIRWAYS LTD	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0			
LONDON CITY	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1			
LUTON	EUROWINGS LUFTVERKEHRS	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
MANCHESTER	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
MANCHESTER	FLYBE LTD	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0			
MANCHESTER	LUFTHANSA	S D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
MANCHESTER	SAS	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
MANCHESTER	Unknown	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	NEWCASTLE	ENTER AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
	NEWCASTLE	ENTER AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	80	1		
	NEWCASTLE	SIAVIA	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	NEWCASTLE	SIAVIA	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1		
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0		
<b>TOTAL BIRMINGHAM</b>					<b>1480</b>	<b>2</b>	<b>134</b>	<b>3.3</b>	<b>34.4</b>	<b>31.1</b>	<b>6.9</b>	<b>6.7</b>	<b>5.8</b>	<b>2.6</b>	<b>0.7</b>	<b>0.1</b>	<b>0.1</b>	<b>8.3</b>	<b>18</b>	<b>83.6</b>	<b>10</b>	<b>1611</b>	
BISHKEK (FRUNZE)																							
	LUTON	FLYING SERVICE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1		
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>		
BOA VISTA (RABIL)																							
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	5		
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	7	5		
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4		
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	4		
	GATWICK	TUI AIRWAYS LTD	S	A	14	0	0	7.1	42.9	28.6	14.3	0.0	0.0	0.0	7.1	0.0	0.0	100	44.4	15	9		
	GATWICK	TUI AIRWAYS LTD	S	D	14	0	0	0.0	28.6	50.0	14.3	0.0	0.0	0.0	7.1	0.0	0.0	26	100.0	5	9		
	MANCHESTER	TUI AIRWAYS LTD	S	A	13	0	0	30.8	30.8	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	12	92.3	3	13		
	MANCHESTER	TUI AIRWAYS LTD	S	D	13	0	0	0.0	15.4	46.2	15.4	7.7	7.7	7.7	0.0	0.0	0.0	24	76.9	5	13		
<b>TOTAL BOA VISTA (RABIL)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>29.0</b>	<b>37.1</b>	<b>11.3</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>80.6</b>	<b>7</b>	<b>62</b>	
BODRUM (MILAS)																							
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	12	1		
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	32	1		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	1		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	24	1		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
<b>TOTAL BODRUM (MILAS)</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>53.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>17</b>	<b>4</b>		
BOGOTA																							
	HEATHROW	AVIANCA COLOMBIA	S	A	31	0	0	61.3	19.4	6.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	2	31		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE													MAR 2017			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
		HEATHROW	AVIANCA COLOMBIA	S	D	31	0	0	0.0	67.7	12.9	3.2	3.2	6.5	0.0	0.0	6.5	0.0	0.0	62	93.5	2	31	
<b>TOTAL BOGOTA</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>43.5</b>	<b>9.7</b>	<b>8.1</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>95.2</b>	<b>2</b>	<b>62</b>	
BOLOGNA																								
		BRISTOL	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	48	50.0	12	2	
		BRISTOL	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	2	
		EDINBURGH	RYANAIR	S	A	8	0	1	0.0	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	11.1	14	88.9	2	9	
		EDINBURGH	RYANAIR	S	D	8	0	1	0.0	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11.1	11	100.0	3	9	
		GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	168	1	
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	6.5	29.0	35.5	6.5	12.9	3.2	3.2	3.2	0.0	0.0	0.0	24	67.7	11	31	
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	29.0	41.9	9.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	13	83.9	7	31	
		HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	3	26.1	30.4	20.7	6.5	6.5	3.3	2.2	1.1	0.0	0.0	3.3	15	82.8	6	93	
		HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	3	0.0	32.6	40.2	9.8	9.8	4.3	0.0	0.0	0.0	0.0	3.3	14	92.5	4	93	
		STANSTED	RYANAIR	S	A	55	0	2	17.5	36.8	22.8	12.3	1.8	1.8	0.0	1.8	1.8	0.0	3.5	18	84.5	14	58	
		STANSTED	RYANAIR	S	D	55	0	2	0.0	3.5	40.4	19.3	24.6	3.5	3.5	1.8	0.0	0.0	3.5	31	58.6	19	58	
		MANCHESTER	RYANAIR	S	A	3	0	0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	72	50.0	18	2	
		MANCHESTER	RYANAIR	S	D	3	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	45	50.0	12	2	
		SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL BOLOGNA</b>						<b>377</b>	<b>0</b>	<b>12</b>	<b>9.3</b>	<b>27.0</b>	<b>31.9</b>	<b>10.5</b>	<b>11.8</b>	<b>3.9</b>	<b>1.3</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>3.1</b>	<b>19</b>	<b>80.6</b>	<b>10</b>	<b>391</b>	
BORDEAUX																								
		BIRMINGHAM	FLYBE LTD	S	A	5	0	0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	6	6	
		BIRMINGHAM	FLYBE LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	24	100.0	4	6	
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	10	0	1	9.1	27.3	36.4	9.1	0.0	9.1	0.0	0.0	0.0	0.0	9.1	13	77.8	10	9	
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	10	0	1	0.0	45.5	18.2	9.1	18.2	0.0	0.0	0.0	0.0	0.0	9.1	12	88.9	11	9	
		CARDIFF WALES	ENTER AIR	C	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
		CARDIFF WALES	ENTER AIR	C	D	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	208	0.0	0	0	
		CARDIFF WALES	SMALL PLANET AIRLINES POLSKA	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	355	0.0	0	0	
		CARDIFF WALES	SMALL PLANET AIRLINES POLSKA	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	190	0.0	0	0	
		CARDIFF WALES	THOMAS COOK BELGIUM	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
		CARDIFF WALES	THOMAS COOK BELGIUM	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	98	0.0	0	0	
		EDINBURGH	RYANAIR	S	A	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	2	8	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	RYANAIR	S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	88.9	4	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	40	0	0	27.5	42.5	12.5	7.5	5.0	0.0	5.0	0.0	0.0	0.0	0.0	11	94.7	3	37	
	GATWICK	BRITISH AIRWAYS PLC	S	D	40	0	0	0.0	55.0	32.5	5.0	2.5	0.0	5.0	0.0	0.0	0.0	0.0	10	78.9	6	37	
	GATWICK	EASYJET AIRLINE COMPANY LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	28.9	42.2	8.9	8.9	2.2	6.7	0.0	2.2	0.0	0.0	0.0	13	75.7	19	37	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	0.0	39.1	39.1	8.7	4.3	4.3	2.2	2.2	0.0	0.0	0.0	15	81.1	14	37	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	8.0	20.0	28.0	12.0	8.0	16.0	4.0	4.0	0.0	0.0	0.0	36	78.3	19	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	0.0	4.0	64.0	12.0	4.0	12.0	0.0	4.0	0.0	0.0	0.0	29	65.2	22	23	
	STANSTED	RYANAIR	S	A	23	0	0	8.7	34.8	17.4	4.3	17.4	8.7	4.3	4.3	0.0	0.0	0.0	32	85.7	3	19	
	STANSTED	RYANAIR	S	D	23	0	0	0.0	4.3	69.6	8.7	8.7	8.7	0.0	0.0	0.0	0.0	0.0	17	81.0	6	19	
	SOUTHAMPTON	FLYBE LTD	S	A	2	0	1	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	10	100.0	1	4	
	SOUTHAMPTON	FLYBE LTD	S	D	2	0	1	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0	100.0	4	4	
<b>TOTAL BORDEAUX</b>					<b>315</b>	<b>0</b>	<b>5</b>	<b>10.0</b>	<b>32.5</b>	<b>29.7</b>	<b>8.8</b>	<b>6.6</b>	<b>5.9</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>82.3</b>	<b>10</b>	<b>286</b>	
<b>BOSTON</b>																							
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	20	0	0	10.0	30.0	20.0	30.0	0.0	5.0	0.0	5.0	0.0	0.0	0.0	21	70.6	9	17	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	19	0	0	0.0	10.5	42.1	21.1	21.1	0.0	0.0	5.3	0.0	0.0	0.0	25	94.4	4	18	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	99	0	8	13.1	19.6	30.8	12.1	5.6	7.5	2.8	0.9	0.0	0.0	7.5	21	80.8	10	99	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	99	0	8	0.0	21.5	36.4	10.3	13.1	7.5	0.9	2.8	0.0	0.0	7.5	26	82.0	13	100	
	HEATHROW	DELTA AIRLINES	S	A	25	0	1	23.1	19.2	26.9	15.4	3.8	0.0	3.8	3.8	0.0	0.0	3.8	25	92.3	10	26	
	HEATHROW	DELTA AIRLINES	S	D	25	0	2	0.0	51.9	25.9	3.7	11.1	0.0	0.0	0.0	0.0	0.0	7.4	8	88.5	4	26	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	4	10.0	6.7	26.7	20.0	13.3	6.7	3.3	0.0	0.0	0.0	13.3	28	77.8	18	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	4	0.0	40.0	33.3	3.3	10.0	0.0	0.0	0.0	0.0	0.0	13.3	7	92.6	4	27	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BOSTON</b>					<b>348</b>	<b>0</b>	<b>27</b>	<b>6.9</b>	<b>23.2</b>	<b>32.0</b>	<b>12.8</b>	<b>9.3</b>	<b>5.1</b>	<b>1.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>21</b>	<b>83.6</b>	<b>10</b>	<b>342</b>	
<b>BOURNEMOUTH</b>																							
	BRISTOL	ENTER AIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		CARDIFF WALES	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1								
<b>TOTAL BOURNEMOUTH</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>100.0</b>	<b>0</b>	<b>1</b>								
BRATISLAVA																															
		BIRMINGHAM	RYANAIR	S	A	15	0	0	20.0	40.0	6.7	6.7	13.3	0.0	0.0	13.3	0.0	0.0	0.0	37	92.3	4	13								
		BIRMINGHAM	RYANAIR	S	D	15	0	0	0.0	20.0	33.3	6.7	20.0	6.7	0.0	13.3	0.0	0.0	0.0	41	84.6	8	13								
		EDINBURGH	RYANAIR	S	A	8	0	1	0.0	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	11.1	4	77.8	6	9									
		EDINBURGH	RYANAIR	S	D	8	0	1	0.0	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	11.1	7	88.9	4	9									
		LEEDS BRADFORD	RYANAIR	S	A	8	0	1	0.0	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	1	88.9	9	9									
		LEEDS BRADFORD	RYANAIR	S	D	8	0	1	0.0	0.0	88.9	0.0	0.0	0.0	0.0	0.0	0.0	11.1	2	88.9	7	9									
		LUTON	WIZZ AIR	S	A	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0									
		LUTON	WIZZ AIR	S	D	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0									
		STANSTED	RYANAIR	S	A	53	0	1	7.4	35.2	35.2	7.4	5.6	7.4	0.0	0.0	0.0	0.0	11	86.7	12	45									
		STANSTED	RYANAIR	S	D	53	0	1	0.0	3.7	40.7	27.8	18.5	5.6	1.9	0.0	0.0	1.9	25	71.1	14	45									
		MANCHESTER	RYANAIR	S	A	13	0	0	7.7	38.5	38.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	9	76.9	14	13									
		MANCHESTER	RYANAIR	S	D	13	0	0	0.0	7.7	61.5	23.1	0.0	7.7	0.0	0.0	0.0	0.0	14	84.6	12	13									
<b>TOTAL BRATISLAVA</b>						<b>208</b>	<b>0</b>	<b>6</b>	<b>3.7</b>	<b>24.8</b>	<b>40.2</b>	<b>13.1</b>	<b>8.4</b>	<b>4.7</b>	<b>0.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>17</b>	<b>82.0</b>	<b>11</b>	<b>178</b>								
BREMEN																															
		EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3									
		EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3									
		STANSTED	RYANAIR	S	A	53	0	0	9.4	39.6	20.8	15.1	9.4	5.7	0.0	0.0	0.0	0.0	13	91.8	4	49									
		STANSTED	RYANAIR	S	D	53	0	0	0.0	9.4	50.9	15.1	17.0	7.5	0.0	0.0	0.0	0.0	20	85.7	8	49									
<b>TOTAL BREMEN</b>						<b>106</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>24.5</b>	<b>35.8</b>	<b>15.1</b>	<b>13.2</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>89.4</b>	<b>6</b>	<b>104</b>									
BREST																															
		LUTON	SIAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8									
		LUTON	SIAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7									
<b>TOTAL BREST</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>15</b>									
BRIDGETOWN																															
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	10	0	0	50.0	10.0	0.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	16	70.0	20	10									
		BIRMINGHAM	TUI AIRWAYS LTD	C	D	10	0	0	0.0	0.0	50.0	10.0	20.0	0.0	20.0	0.0	0.0	0.0	42	60.0	28	10									
		BOURNEMOUTH	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1									
		BOURNEMOUTH	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	440	50.0	9	2								
		CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	1	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	174	50.0	15	2									
		CARDIFF WALES	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	43	100.0	5	2									
		GLASGOW	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	346	50.0	14	2									
		GLASGOW	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	125	0.0	30	1									

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: B		PERCENTAGE OF FLIGHTS LATE											MAR 2017			
								NUMBER OF FLIGHTS																
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
GATWICK	BRITISH AIRWAYS PLC	S	A	49	0	0	16.3	44.9	16.3	12.2	6.1	4.1	0.0	0.0	0.0	0.0	0.0	10	75.5	16	49			
GATWICK	BRITISH AIRWAYS PLC	S	D	48	0	0	0.0	43.8	29.2	10.4	12.5	4.2	0.0	0.0	0.0	0.0	0.0	14	81.6	14	49			
GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	28.6	14.3	0.0	14.3	28.6	0.0	0.0	14.3	0.0	0.0	0.0	41	60.0	11	5			
GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	0.0	0.0	42.9	14.3	28.6	0.0	14.3	0.0	0.0	0.0	0.0	37	60.0	31	5			
GATWICK	THOMAS COOK AIRLINES LTD	S	A	3	0	0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
GATWICK	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	23.1	7.7	15.4	7.7	7.7	7.7	15.4	7.7	7.7	0.0	0.0	86	60.0	54	10			
GATWICK	TUI AIRWAYS LTD	C	D	12	0	0	0.0	8.3	41.7	8.3	0.0	25.0	0.0	8.3	8.3	0.0	0.0	89	50.0	47	10			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	45.2	29.0	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	7	31			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	19.4	41.9	16.1	19.4	3.2	0.0	0.0	0.0	0.0	0.0	17	80.6	11	31			
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0			
MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	85.7	7	7			
MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	71.4	16	7			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	25	10			
MANCHESTER	TUI AIRWAYS LTD	C	A	10	0	0	20.0	20.0	20.0	10.0	0.0	10.0	0.0	10.0	10.0	0.0	0.0	84	100.0	1	11			
MANCHESTER	TUI AIRWAYS LTD	C	D	11	0	0	0.0	9.1	54.5	0.0	0.0	9.1	9.1	9.1	9.1	0.0	0.0	86	66.7	21	12			
MANCHESTER	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0			
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0			
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	9			
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	2	9			
NEWCASTLE	TUI AIRWAYS LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1			
NEWCASTLE	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	1			
<b>TOTAL BRIDGETOWN</b>				<b>298</b>	<b>0</b>	<b>1</b>	<b>14.4</b>	<b>25.1</b>	<b>28.1</b>	<b>12.0</b>	<b>9.0</b>	<b>4.7</b>	<b>2.3</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.3</b>	<b>32</b>	<b>76.9</b>	<b>16</b>	<b>290</b>			
BRINDISI																								
	STANSTED	RYANAIR	S	A	20	0	0	0.0	20.0	20.0	35.0	15.0	10.0	0.0	0.0	0.0	0.0	25	80.0	24	15			
	STANSTED	RYANAIR	S	D	20	0	0	0.0	5.0	60.0	20.0	10.0	5.0	0.0	0.0	0.0	0.0	16	86.7	8	15			
	MANCHESTER	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2			
	MANCHESTER	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	2			
<b>TOTAL BRINDISI</b>				<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>43.2</b>	<b>25.0</b>	<b>11.4</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>85.3</b>	<b>14</b>	<b>34</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	ABERDEEN	BMI REGIONAL	S	A	27	0	2	10.3	41.4	20.7	6.9	6.9	3.4	0.0	3.4	0.0	0.0	6.9	19	73.0	14	37	
	ABERDEEN	BMI REGIONAL	S	D	25	0	4	0.0	51.7	17.2	0.0	3.4	6.9	3.4	3.4	0.0	0.0	13.8	22	73.7	13	38	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	67	0	10	3.9	35.1	27.3	3.9	9.1	6.5	1.3	0.0	0.0	0.0	13.0	16	88.2	9	76	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	69	0	10	5.1	11.4	35.4	13.9	12.7	8.9	0.0	0.0	0.0	0.0	12.7	21	82.9	12	76	
	BIRMINGHAM	BMI REGIONAL	S	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	2	3	
	BIRMINGHAM	BMI REGIONAL	S	D	3	0	2	0.0	20.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	26	100.0	0	1	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	102	0	14	5.2	43.1	18.1	5.2	4.3	11.2	0.0	0.9	0.0	0.0	12.1	18	84.7	8	118	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	102	0	14	0.0	25.0	34.5	11.2	6.0	8.6	1.7	0.9	0.0	0.0	12.1	22	75.4	11	118	
	EXETER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	4	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	83	0	12	6.3	44.2	22.1	7.4	4.2	2.1	1.1	0.0	0.0	0.0	12.6	9	82.7	11	98	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	83	0	12	0.0	30.5	33.7	11.6	7.4	3.2	1.1	0.0	0.0	0.0	12.6	13	81.6	13	98	
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	7	0	2	0.0	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	3	0.0	0	0	
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	7	0	2	0.0	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22.2	5	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	A	23	0	2	24.0	28.0	36.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	8.0	3	84.6	12	26	
	JERSEY	BLUE ISLANDS LIMITED	S	D	23	0	2	0.0	44.0	48.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	2	84.6	14	26	
	LEEDS BRADFORD	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0	
	MANCHESTER	DUCAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	335	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	131	0.0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	47	0	8	1.8	36.4	21.8	10.9	3.6	7.3	3.6	0.0	0.0	0.0	14.5	18	84.6	11	52	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	47	0	8	0.0	27.3	36.4	9.1	5.5	5.5	1.8	0.0	0.0	0.0	14.5	16	76.9	13	52	
<b>TOTAL BRISTOL</b>					<b>731</b>	<b>0</b>	<b>104</b>	<b>3.5</b>	<b>33.1</b>	<b>28.0</b>	<b>8.1</b>	<b>7.1</b>	<b>6.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>17</b>	<b>81.1</b>	<b>11</b>	<b>824</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BRIVE-LA-GAILLARDE																						
	STANSTED	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1
	STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	4	1
	NEWCASTLE	VOLOTEA	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	VOLOTEA	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
BRNO (TURANY)																						
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	7	14
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	11	14
	STANSTED	RYANAIR	S	A	24	0	1	4.0	24.0	20.0	24.0	16.0	4.0	0.0	4.0	0.0	0.0	4.0	26	91.7	4	24
	STANSTED	RYANAIR	S	D	25	0	0	0.0	12.0	48.0	16.0	16.0	4.0	4.0	0.0	0.0	0.0	0.0	21	100.0	5	24
<b>TOTAL BRNO (TURANY)</b>					<b>50</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>17.6</b>	<b>35.3</b>	<b>19.6</b>	<b>15.7</b>	<b>3.9</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>23</b>	<b>88.2</b>	<b>6</b>	<b>76</b>
BRUSSELS																						
	BELFAST CITY (GEORGE BEST)	BRUSSELS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	5	18
	BELFAST CITY (GEORGE BEST)	BRUSSELS AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	18
	BIRMINGHAM	BMI REGIONAL	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	70	0	4	5.4	37.8	31.1	10.8	2.7	6.8	0.0	0.0	0.0	0.0	5.4	13	90.4	6	104
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	71	0	4	0.0	14.7	46.7	14.7	12.0	5.3	1.3	0.0	0.0	0.0	5.3	18	89.4	6	104
	BRISTOL	BMI REGIONAL	S	A	68	0	4	1.4	22.2	48.6	8.3	6.9	2.8	1.4	2.8	0.0	0.0	5.6	19	100.0	15	1
	BRISTOL	BMI REGIONAL	S	D	69	0	4	0.0	17.8	50.7	8.2	8.2	6.8	1.4	1.4	0.0	0.0	5.5	19	0.0	0	0
	BRISTOL	BRUSSELS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.6	11	72	
	BRISTOL	BRUSSELS AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.9	16	73	
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	A	27	0	3	0.0	36.7	36.7	6.7	0.0	0.0	10.0	0.0	0.0	0.0	10.0	18	88.9	7	44
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	D	26	0	4	0.0	40.0	33.3	6.7	0.0	3.3	3.3	0.0	0.0	0.0	13.3	13	77.8	10	44
	EDINBURGH	BRUSSELS AIRLINES	S	A	50	0	4	13.0	53.7	13.0	7.4	5.6	0.0	0.0	0.0	0.0	0.0	7.4	6	90.9	12	55
	EDINBURGH	BRUSSELS AIRLINES	S	D	50	0	5	0.0	20.0	43.6	18.2	3.6	5.5	0.0	0.0	0.0	0.0	9.1	14	87.0	6	54
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	8	11.1	39.5	27.8	6.8	4.9	3.7	0.6	0.6	0.0	0.0	4.9	11	88.1	6	168
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	8	0.0	39.5	35.8	12.3	3.1	3.7	0.6	0.0	0.0	0.0	4.9	10	92.9	4	168
	HEATHROW	BRUSSELS AIRLINES	S	A	85	0	3	2.3	19.3	30.7	26.1	10.2	4.5	3.4	0.0	0.0	0.0	3.4	22	83.1	8	89

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: B																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m	15 m to 1 m	0 m to 15 m	16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	HEATHROW	BRUSSELS AIRLINES	S	D	85	0	3	0.0	11.4	46.6	22.7	8.0	6.8	0.0	1.1	0.0	0.0	3.4	20	80.7	12	88
	LONDON CITY	ALITALIA (CAI)	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	BRUSSELS AIRLINES	S	A	79	0	4	1.2	28.9	32.5	18.1	10.8	3.6	0.0	0.0	0.0	0.0	4.8	15	88.2	6	85
	MANCHESTER	BRUSSELS AIRLINES	S	D	80	0	4	0.0	13.1	50.0	17.9	13.1	1.2	0.0	0.0	0.0	0.0	4.8	15	69.4	13	85
	NEWCASTLE	BMI REGIONAL	S	A	45	0	1	6.5	43.5	32.6	6.5	4.3	4.3	0.0	0.0	0.0	0.0	2.2	9	80.4	11	46
	NEWCASTLE	BMI REGIONAL	S	D	45	0	1	0.0	34.8	41.3	8.7	8.7	4.3	0.0	0.0	0.0	0.0	2.2	12	89.1	7	46
<b>TOTAL BRUSSELS</b>					<b>1160</b>	<b>0</b>	<b>64</b>	<b>2.9</b>	<b>29.2</b>	<b>37.4</b>	<b>13.1</b>	<b>6.7</b>	<b>4.1</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>15</b>	<b>84.4</b>	<b>8</b>	<b>1362</b>
BUCHAREST (OTOPENI)																						
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	14	0	0	7.1	14.3	35.7	28.6	7.1	0.0	0.0	7.1	0.0	0.0	0.0	27	0.0	0	0
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	14	0	1	0.0	6.7	20.0	33.3	26.7	0.0	0.0	6.7	0.0	0.0	6.7	39	0.0	0	0
	BIRMINGHAM	Unknown	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.3	18	14	
	BIRMINGHAM	Unknown	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	26	14	
	BIRMINGHAM	WIZZ AIR	S	A	10	0	0	10.0	50.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	14	66.7	12	9
	BIRMINGHAM	WIZZ AIR	S	D	10	0	0	0.0	10.0	30.0	30.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	36	44.4	27	9
	BRISTOL	RYANAIR	S	A	8	0	0	12.5	37.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	11	5
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	5
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	10	0	0	0.0	10.0	10.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	32	87.5	5	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	10	0	0	0.0	0.0	10.0	40.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	41	75.0	16	8
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	A	10	0	1	54.5	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	1	80.0	5	10
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	D	10	0	1	0.0	27.3	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	9.1	8	60.0	16	10
	GLASGOW	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9	
	GLASGOW	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	9	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	16	0	0	31.3	43.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	73.7	20	19
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	16	0	0	0.0	50.0	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	29	18
	GATWICK	WIZZ AIR	S	A	22	0	2	0.0	12.5	37.5	8.3	12.5	4.2	12.5	4.2	0.0	0.0	8.3	44	59.1	10	22
	GATWICK	WIZZ AIR	S	D	22	0	1	0.0	21.7	21.7	8.7	21.7	4.3	13.0	4.3	0.0	0.0	4.3	49	50.0	19	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	23.2	35.7	28.6	1.8	5.4	3.6	1.8	0.0	0.0	0.0	0.0	10	90.5	5	63

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	26.3	52.6	10.5	5.3	5.3	0.0	0.0	0.0	0.0	0.0	12	92.1	5	63
	HEATHROW	TAROM	S	A	30	0	1	12.9	19.4	22.6	22.6	19.4	0.0	0.0	0.0	0.0	0.0	3.2	15	61.3	12	31
	HEATHROW	TAROM	S	D	30	0	1	0.0	12.9	32.3	25.8	22.6	0.0	3.2	0.0	0.0	0.0	3.2	23	35.5	21	31
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	42	0	0	11.9	35.7	28.6	14.3	2.4	2.4	4.8	0.0	0.0	0.0	0.0	14	87.8	6	41
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	42	0	0	0.0	26.2	45.2	7.1	11.9	4.8	4.8	0.0	0.0	0.0	0.0	19	85.4	9	41
	LUTON	WIZZ AIR	S	A	79	0	1	20.0	25.0	17.5	12.5	8.8	11.3	1.3	2.5	0.0	0.0	1.3	25	79.2	11	77
	LUTON	WIZZ AIR	S	D	79	0	1	0.0	6.3	38.8	15.0	18.8	13.8	1.3	5.0	0.0	0.0	1.3	42	61.5	22	78
	STANSTED	RYANAIR	S	A	42	0	0	28.6	31.0	26.2	7.1	4.8	0.0	0.0	0.0	2.4	0.0	0.0	20	79.0	14	62
	STANSTED	RYANAIR	S	D	42	0	0	0.0	2.4	28.6	23.8	28.6	14.3	0.0	2.4	0.0	0.0	0.0	35	62.9	18	62
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>679</b>	<b>0</b>	<b>10</b>	<b>9.3</b>	<b>22.4</b>	<b>30.3</b>	<b>14.5</b>	<b>11.9</b>	<b>6.4</b>	<b>2.0</b>	<b>1.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.5</b>	<b>24</b>	<b>73.1</b>	<b>13</b>	<b>740</b>
BUCHHEL																						
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL BUCHEL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
BUDAPEST																						
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	BIRMINGHAM	WIZZ AIR	S	A	10	0	0	0.0	20.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	4	9
	BIRMINGHAM	WIZZ AIR	S	D	10	0	0	0.0	0.0	10.0	30.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	42	77.8	11	9
	BRISTOL	RYANAIR	S	A	14	0	0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	53.8	16	13
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	7.1	35.7	21.4	28.6	7.1	0.0	0.0	0.0	0.0	0.0	26	46.2	22	13
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	10.0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	9
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	10	0	1	9.1	18.2	27.3	9.1	18.2	9.1	0.0	0.0	0.0	0.0	9.1	26	100.0	3	3
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	10	0	0	0.0	10.0	80.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	3
	EDINBURGH	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	EDINBURGH	JET2.COM LTD	S	A	9	0	1	0.0	30.0	40.0	0.0	10.0	0.0	10.0	0.0	0.0	10.0	27	33.3	20	9	
	EDINBURGH	JET2.COM LTD	S	D	8	0	1	0.0	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	11.1	1	77.8	10	9	
	EDINBURGH	RYANAIR	S	A	9	0	1	0.0	20.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	10.0	18	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	EDINBURGH	RYANAIR	S	D	9	0	1	0.0	20.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	9	0.0	0	0
	GLASGOW	WIZZ AIR	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	14	8
	GLASGOW	WIZZ AIR	S	D	9	0	0	0.0	11.1	33.3	33.3	11.1	0.0	0.0	0.0	11.1	0.0	0.0	114	75.0	21	8
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	22.2	22.2	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	88.9	1	8
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	20	77.8	10	9
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	5	9
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	10	0	0	0.0	0.0	90.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	9	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	10.6	42.6	14.9	12.8	10.6	6.4	2.1	0.0	0.0	0.0	0.0	18	75.0	11	44
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	47	0	0	0.0	21.3	59.6	10.6	6.4	0.0	2.1	0.0	0.0	0.0	0.0	11	79.5	9	44
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	17	13
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	10	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	95	0	1	20.8	42.7	14.6	7.3	10.4	2.1	1.0	0.0	0.0	0.0	1.0	11	78.7	8	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	95	0	1	0.0	36.5	38.5	10.4	11.5	2.1	0.0	0.0	0.0	0.0	1.0	12	89.9	4	89
	LUTON	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
	LUTON	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	WIZZ AIR	S	A	133	0	0	9.0	32.3	24.1	7.5	11.3	8.3	6.0	1.5	0.0	0.0	0.0	27	83.9	9	118
	LUTON	WIZZ AIR	S	D	130	0	0	0.0	10.0	38.5	19.2	16.9	11.5	3.1	0.8	0.0	0.0	0.0	30	68.6	15	118
	STANSTED	RYANAIR	S	A	103	0	1	8.7	37.5	25.0	5.8	16.3	4.8	0.0	1.0	0.0	0.0	1.0	17	75.3	12	89
	STANSTED	RYANAIR	S	D	104	0	1	0.0	10.5	52.4	13.3	13.3	9.5	0.0	0.0	0.0	0.0	1.0	20	61.8	13	89
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	22.2	38.9	22.2	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	6	18
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	16.7	55.6	5.6	0.0	22.2	0.0	0.0	0.0	0.0	0.0	19	88.2	6	17
	MANCHESTER	RYANAIR	S	A	21	0	0	0.0	42.9	33.3	9.5	9.5	4.8	0.0	0.0	0.0	0.0	0.0	13	76.5	8	17
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	4.8	47.6	23.8	14.3	9.5	0.0	0.0	0.0	0.0	0.0	21	58.8	13	17
	SOUTHEND	STOBART AIR	S	A	14	0	0	0.0	50.0	42.9	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	20	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	14	0	0	0.0	50.0	35.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL BUDAPEST</b>					<b>1042</b>	<b>0</b>	<b>10</b>	<b>5.2</b>	<b>27.7</b>	<b>35.3</b>	<b>10.9</b>	<b>12.0</b>	<b>5.8</b>	<b>1.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>76.0</b>	<b>10</b>	<b>916</b>
BUENOS AIRES																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	1	0.0	27.8	22.2	22.2	11.1	5.6	5.6	0.0	0.0	0.0	5.6	30	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	18	0	0	0.0	27.8	44.4	5.6	11.1	5.6	5.6	0.0	0.0	0.0	0.0	22	0.0	0	0



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	22.6	32.3	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	93.5	3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	0.0	25.0	37.5	9.4	15.6	6.3	6.3	0.0	0.0	0.0	0.0	26	83.9	9	31
<b>TOTAL BUENOS AIRES</b>					<b>98</b>	<b>0</b>	<b>1</b>	<b>9.1</b>	<b>25.3</b>	<b>34.3</b>	<b>12.1</b>	<b>10.1</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>88.7</b>	<b>6</b>	<b>62</b>
BURGAS																						
	LUTON	WIZZ AIR	S	A	11	0	0	0.0	18.2	36.4	18.2	9.1	18.2	0.0	0.0	0.0	0.0	0.0	32	53.8	21	13
	LUTON	WIZZ AIR	S	D	12	0	0	8.3	0.0	33.3	16.7	8.3	33.3	0.0	0.0	0.0	0.0	0.0	40	69.2	16	13
<b>TOTAL BURGAS</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>8.7</b>	<b>34.8</b>	<b>17.4</b>	<b>8.7</b>	<b>26.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>61.5</b>	<b>18</b>	<b>26</b>
BYDGOSZCZ																						
	BIRMINGHAM	RYANAIR	S	A	14	0	0	14.3	50.0	14.3	0.0	14.3	0.0	0.0	7.1	0.0	0.0	0.0	24	76.9	6	13
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	7.1	71.4	7.1	7.1	0.0	0.0	7.1	0.0	0.0	0.0	22	92.3	6	13
	GLASGOW	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	30	50.0	30	2
	GLASGOW	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	42	50.0	28	2
	LUTON	RYANAIR	S	A	14	0	0	0.0	28.6	50.0	7.1	7.1	0.0	0.0	7.1	0.0	0.0	0.0	25	0.0	0	0
	LUTON	RYANAIR	S	D	14	0	0	0.0	28.6	50.0	7.1	7.1	0.0	0.0	7.1	0.0	0.0	0.0	26	0.0	0	0
	STANSTED	RYANAIR	S	A	28	0	0	7.1	42.9	35.7	3.6	7.1	3.6	0.0	0.0	0.0	0.0	0.0	10	89.3	6	28
	STANSTED	RYANAIR	S	D	28	0	0	0.0	3.6	67.9	25.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	12	96.4	4	28
<b>TOTAL BYDGOSZCZ</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>25.0</b>	<b>48.3</b>	<b>10.3</b>	<b>8.6</b>	<b>0.9</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.4</b>	<b>6</b>	<b>86</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											MAR 2017					
														NUMBER OF FLIGHTS											Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
														More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
CAEN		SOUTHEND		STOBART AIR		S A		1 0		0 0		0 0		0.0 100.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 100.0 0 15																
		SOUTHEND		STOBART AIR		S D		1 0		0 0		0 0		0.0 100.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 100.0 0 15																
<b>TOTAL CAEN</b>								<b>2 0</b>		<b>0 0</b>		<b>0 0</b>		<b>0.0 50.0 50.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 100.0 0 30</b>																
CAGLIARI (ELMAS)		LUTON		RYANAIR		S A		0 0		0 0		0 0		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 0.0 56 7																
		LUTON		RYANAIR		S D		0 0		0 0		0 0		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 57.1 23 7																
		STANSTED		EASYJET AIRLINE COMPANY LTD		S A		17 0		1 0		11.1 38.9		11.1 16.7 16.7 0.0 0.0 0.0 0.0 0.0 0.0 5.6 13 82.4 15 17																
		STANSTED		EASYJET AIRLINE COMPANY LTD		S D		18 0		0 0		0.0 22.2		55.6 16.7 0.0 5.6 0.0 0.0 0.0 0.0 0.0 10 88.2 15 17																
		STANSTED		RYANAIR		S A		14 0		0 0		0.0 0.0		28.6 28.6 28.6 7.1 7.1 0.0 0.0 0.0 0.0 34 0.0 35 2																
		STANSTED		RYANAIR		S D		14 0		0 0		0.0 0.0		71.4 7.1 7.1 14.3 0.0 0.0 0.0 0.0 0.0 20 100.0 6 2																
		SOUTHEND		EASYJET AIRLINE COMPANY LTD		S A		1 0		0 0		0.0 0.0		100.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 0.0 0 0																
<b>TOTAL CAGLIARI (ELMAS)</b>								<b>64 0</b>		<b>1 3.1</b>		<b>16.9 41.5</b>		<b>16.9 12.3 6.2 1.5 0.0 0.0 0.0 1.5 18 67.3 22 52</b>																
CAIRO		HEATHROW		BRITISH AIRWAYS PLC		S A		31 0		0 0		9.7 25.8		35.5 25.8 3.2 0.0 0.0 0.0 0.0 0.0 0.0 9 83.9 15 31																
		HEATHROW		BRITISH AIRWAYS PLC		S D		31 0		0 0		0.0 16.1		38.7 25.8 16.1 0.0 0.0 3.2 0.0 0.0 0.0 25 74.2 16 31																
		HEATHROW		EGYPT AIR		S A		61 0		1 1		6.5 24.2		48.4 12.9 6.5 0.0 0.0 0.0 0.0 0.0 1.6 9 79.0 11 62																
		HEATHROW		EGYPT AIR		S D		62 0		1 1		7.9 30.2		39.7 9.5 3.2 4.8 3.2 0.0 0.0 0.0 1.6 14 74.2 10 62																
		LUTON		VISTAJET LTD MALTA		C A		0 0		0 0		0.0 0.0		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 100.0 12 1																
<b>TOTAL CAIRO</b>								<b>185 0</b>		<b>2 6.4</b>		<b>25.1 41.7</b>		<b>16.0 6.4 1.6 1.1 0.5 0.0 0.0 1.1 13 77.5 12 187</b>																
CALGARY		GATWICK		WEST JET AIRLINES		S A		13 0		0 0		15.4 30.8		38.5 0.0 15.4 0.0 0.0 0.0 0.0 0.0 0.0 11 69.2 35 13																
		GATWICK		WEST JET AIRLINES		S D		13 0		0 0		0.0 7.7		53.8 15.4 15.4 7.7 0.0 0.0 0.0 0.0 0.0 20 69.2 42 13																
		HEATHROW		AIR CANADA		S A		31 0		0 0		9.7 25.8		32.3 19.4 9.7 3.2 0.0 0.0 0.0 0.0 0.0 14 77.4 12 31																
		HEATHROW		AIR CANADA		S D		31 0		0 0		0.0 12.9		58.1 12.9 12.9 0.0 3.2 0.0 0.0 0.0 0.0 16 93.5 3 31																
		HEATHROW		BRITISH AIRWAYS PLC		S A		31 0		0 0		32.3 19.4		25.8 12.9 3.2 3.2 0.0 0.0 3.2 0.0 0.0 22 93.5 13 31																
		HEATHROW		BRITISH AIRWAYS PLC		S D		31 0		0 0		0.0 22.6		41.9 25.8 6.5 3.2 0.0 0.0 0.0 0.0 0.0 15 74.2 15 31																
<b>TOTAL CALGARY</b>								<b>150 0</b>		<b>0 10.0</b>		<b>20.0 40.7</b>		<b>16.0 9.3 2.7 0.7 0.0 0.7 0.0 0.0 17 82.0 16 150</b>																
CAMBRIDGE		LUTON		EASYJET AIRLINE COMPANY LTD		S A		0 0		0 0		0.0 0.0		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 28.6 38 7																
		LUTON		EASYJET AIRLINE COMPANY LTD		S D		0 0		0 0		0.0 0.0		0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0 16.7 22 6																

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	13	0	0	53.8	38.5	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL CAMBRIDGE</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>53.8</b>	<b>38.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>23.1</b>	<b>31</b>	<b>13</b>
CAMPBELTOWN																						
	GLASGOW	LOGANAIR LTD	S	A	41	0	3	13.6	29.5	31.8	9.1	4.5	2.3	2.3	0.0	0.0	0.0	6.8	11	82.9	7	35
	GLASGOW	LOGANAIR LTD	S	D	41	0	3	0.0	52.3	25.0	4.5	6.8	2.3	2.3	0.0	0.0	0.0	6.8	12	93.9	4	33
<b>TOTAL CAMPBELTOWN</b>					<b>82</b>	<b>0</b>	<b>6</b>	<b>6.8</b>	<b>40.9</b>	<b>28.4</b>	<b>6.8</b>	<b>5.7</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.8</b>	<b>11</b>	<b>88.2</b>	<b>6</b>	<b>68</b>
CANCUN																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	9
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	188	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	66.7	11.1	0.0	0.0	11.1	0.0	11.1	0.0	0.0	216	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	4	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	38.5	30.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	16	69.2	10	13
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	12.5	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	25	62.5	25	8
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	25.0	37.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	30	87.5	23	8
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	13	18
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.4	17	19
	GATWICK	TUI AIRWAYS LTD	S	A	19	0	1	20.0	10.0	40.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	5.0	10	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	S	D	22	0	0	0.0	9.1	68.2	18.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	6	10
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	10	0	0	0.0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	4	9
	STANSTED	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	4
	STANSTED	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	6	0	0	0.0	16.7	0.0	50.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	43	66.7	24	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	6	0	0	0.0	16.7	50.0	0.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	39	70.0	19	10
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	22	14
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	75.0	13	8
	MANCHESTER	TUI AIRWAYS LTD	S	A	20	0	0	5.0	25.0	15.0	25.0	10.0	15.0	0.0	0.0	5.0	0.0	0.0	48	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	S	D	20	0	0	0.0	0.0	30.0	40.0	15.0	10.0	5.0	0.0	0.0	0.0	0.0	35	60.0	14	5
	MANCHESTER	Unknown	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1
<b>TOTAL CANCUN</b>					<b>174</b>	<b>0</b>	<b>1</b>	<b>9.7</b>	<b>17.7</b>	<b>33.1</b>	<b>18.9</b>	<b>10.3</b>	<b>5.7</b>	<b>2.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.6</b>	<b>41</b>	<b>74.7</b>	<b>13</b>	<b>170</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

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MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CAPE TOWN																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	0	0.0	27.3	63.6	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	58.3	14	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	11	0	0	0.0	18.2	45.5	9.1	9.1	9.1	0.0	9.1	0.0	0.0	0.0	35	63.6	11	11
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	10	0	0	0.0	0.0	30.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	38	40.0	19	10
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	30.0	20.0	0.0	20.0	10.0	20.0	0.0	0.0	0.0	0.0	46	77.8	13	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	10.3	56.9	27.6	0.0	3.4	0.0	0.0	1.7	0.0	0.0	0.0	6	73.7	72	57
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	36.2	31.0	6.9	13.8	3.4	5.2	3.4	0.0	0.0	0.0	26	72.7	37	55
<b>TOTAL CAPE TOWN</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>39.2</b>	<b>32.3</b>	<b>5.7</b>	<b>9.5</b>	<b>3.8</b>	<b>3.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>69.5</b>	<b>44</b>	<b>154</b>
CARACAS																						
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
<b>TOTAL CARACAS</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>
CARCASSONNE																						
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	GLASGOW	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	84	1
	GLASGOW	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	73	1
	STANSTED	RYANAIR	S	A	16	0	1	0.0	23.5	23.5	17.6	11.8	11.8	0.0	5.9	0.0	0.0	5.9	36	70.6	10	16
	STANSTED	RYANAIR	S	D	17	0	0	0.0	11.8	64.7	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	16	82.4	7	16
	MANCHESTER	RYANAIR	S	A	8	0	1	11.1	0.0	11.1	33.3	11.1	22.2	0.0	0.0	0.0	0.0	11.1	35	33.3	60	8
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	77.8	13	8
<b>TOTAL CARCASSONNE</b>					<b>77</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>24.1</b>	<b>39.2</b>	<b>11.4</b>	<b>10.1</b>	<b>8.9</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>20</b>	<b>70.0</b>	<b>18</b>	<b>56</b>
CARDIFF WALES																						
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	11	26
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.0	8	25
	ABERDEEN	FLYBE LTD	S	A	21	0	2	17.4	8.7	17.4	13.0	13.0	4.3	8.7	8.7	0.0	0.0	8.7	49	0.0	0	0
	ABERDEEN	FLYBE LTD	S	D	18	0	7	0.0	4.0	44.0	4.0	12.0	4.0	4.0	0.0	0.0	0.0	28.0	22	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	48	0	4	3.8	46.2	26.9	5.8	5.8	1.9	0.0	1.9	0.0	0.0	7.7	13	88.6	4	35
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	48	0	4	0.0	30.8	40.4	9.6	1.9	7.7	0.0	1.9	0.0	0.0	7.7	17	97.1	4	35

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					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	BELFAST INTERNATIONAL	CITY JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1
	BELFAST INTERNATIONAL	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	102	66.7	15	3
	BIRMINGHAM	VUELING AIRLINES	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
	BRISTOL	BMI REGIONAL	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	33.3	71	3
	BRISTOL	BMI REGIONAL	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	11	1
	BRISTOL	BRUSSELS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
	EDINBURGH	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	EDINBURGH	EASTERN AIRWAYS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	FLYBE LTD	S	A	48	0	5	9.4	39.6	26.4	3.8	7.5	1.9	0.0	1.9	0.0	0.0	9.4	13	88.9	10	54
	EDINBURGH	FLYBE LTD	S	D	48	0	5	0.0	39.6	32.1	7.5	5.7	3.8	0.0	1.9	0.0	0.0	9.4	16	87.0	10	54
	GLASGOW	FLYBE LTD	S	A	22	0	2	4.2	58.3	16.7	8.3	0.0	4.2	0.0	0.0	0.0	0.0	8.3	6	95.5	9	22
	GLASGOW	FLYBE LTD	S	D	22	0	2	0.0	29.2	50.0	8.3	4.2	0.0	0.0	0.0	0.0	0.0	8.3	7	90.9	14	22
	JERSEY	FLYBE LTD	S	A	12	0	1	7.7	38.5	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	3	62.5	32	8
	JERSEY	FLYBE LTD	S	D	12	0	1	0.0	15.4	46.2	7.7	0.0	15.4	7.7	0.0	0.0	0.0	7.7	31	50.0	35	8
	LONDON CITY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.2	5	51	
	LONDON CITY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.0	8	50	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.4	7	43	
	NEWCASTLE	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	9	44	
	NEWCASTLE	FLYBE LTD	S	A	34	0	8	16.7	28.6	11.9	7.1	7.1	4.8	0.0	4.8	0.0	0.0	19.0	24	0.0	0	0
	NEWCASTLE	FLYBE LTD	S	D	35	0	7	0.0	4.8	40.5	14.3	7.1	9.5	2.4	4.8	0.0	0.0	16.7	36	0.0	0	0
<b>TOTAL CARDIFF WALES</b>					<b>379</b>	<b>0</b>	<b>49</b>	<b>5.4</b>	<b>29.9</b>	<b>31.1</b>	<b>7.9</b>	<b>6.1</b>	<b>4.4</b>	<b>1.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>11.4</b>	<b>19</b>	<b>85.9</b>	<b>9</b>	<b>488</b>
CASABLANCA MOHAMED V																						
	GATWICK	ROYAL AIR MAROC	S	A	31	0	0	16.1	54.8	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	4	73.7	8	19	
	GATWICK	ROYAL AIR MAROC	S	D	31	0	0	0.0	45.2	32.3	19.4	0.0	0.0	3.2	0.0	0.0	0.0	11	68.4	13	19	
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	3.2	32.3	38.7	12.9	12.9	0.0	0.0	0.0	0.0	0.0	11	68.6	15	35	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: C																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								22.6	35.5	29.0	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	22.6	35.5	29.0	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	7	35
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	1
	LUTON	LUXAVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
	MANCHESTER	ROYAL AIR MAROC	S	A	16	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	15	2
	MANCHESTER	ROYAL AIR MAROC	S	D	15	0	1	12.5	31.3	37.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	6.3	10	50.0	12	2
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>155</b>	<b>0</b>	<b>1</b>	<b>12.2</b>	<b>39.1</b>	<b>32.7</b>	<b>9.6</b>	<b>4.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>8</b>	<b>71.9</b>	<b>11</b>	<b>114</b>
CASTELLON COSTA AZAHAR																						
	STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	90.9	1	10
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	81.8	4	10
<b>TOTAL CASTELLON COSTA AZAHAR</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>5.6</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>86.4</b>	<b>2</b>	<b>20</b>
CASTELLON DE LA PLANA AIRPORT																						
	BRISTOL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	36	2
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2
	STANSTED	RYANAIR	S	A	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	22	50.0	25	2
	STANSTED	RYANAIR	S	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	37	2
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>70.0</b>	<b>0.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.5</b>	<b>26</b>	<b>8</b>
CATANIA (FONTANAROSSA)																						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	6	0	0	50.0	33.3	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	14	100.0	0	6
	GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	0.0	14.3	71.4	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	25	100.0	4	6
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	5.6	33.3	44.4	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	76.5	15	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	8	17
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	18	1
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	0.0	40.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	70.0	11	10
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	0.0	0.0	90.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	4	10

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	9.1	9.1	36.4	9.1	9.1	9.1	0.0	18.2	0.0	0.0	0.0	57	30.0	26	10
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	0.0	9.1	27.3	18.2	18.2	9.1	0.0	18.2	0.0	0.0	0.0	62	70.0	14	10
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
<b>TOTAL CATANIA (FONTANAROSSA) CHAMBERY</b>					<b>101</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>25.7</b>	<b>44.6</b>	<b>9.9</b>	<b>5.0</b>	<b>4.0</b>	<b>1.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.1</b>	<b>11</b>	<b>88</b>
	BIRMINGHAM	FLYBE LTD	S	A	4	0	1	0.0	0.0	20.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	20.0	114	40.0	63	5
	BIRMINGHAM	FLYBE LTD	S	D	4	0	1	0.0	0.0	20.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	20.0	105	40.0	40	5
	BIRMINGHAM	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
	BIRMINGHAM	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	4
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	75.0	7	4
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	100.0	6	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	80	50.0	24	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	81	50.0	28	4
	BRISTOL	ENTER AIR	C	A	4	0	0	0.0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	191	0.0	0	0
	BRISTOL	ENTER AIR	C	D	4	0	0	0.0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	25.0	0.0	0.0	152	0.0	0	0
	BRISTOL	FLYBE LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	39	4
	BRISTOL	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	4
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	25	4
	BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	34	50.0	33	4
	CARDIFF WALES	FLYBE LTD	S	A	4	0	1	0.0	0.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	56	50.0	23	3
	CARDIFF WALES	FLYBE LTD	S	D	4	0	1	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	13	50.0	13	3
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	40	0.0	0	0
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	82	66.7	15	3
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	84	100.0	5	2
	EDINBURGH	BA CITYFLYER LTD	C	A	9	0	0	33.3	33.3	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	62.5	13	8
	EDINBURGH	BA CITYFLYER LTD	C	D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	12.5	28	8
	EXETER	FLYBE LTD	S	A	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	22	4

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EXETER	FLYBE LTD	S D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	40	66.7	15	3		
EXETER	TUI AIRWAYS LTD	C A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	20.0	40.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	84	25.0	22	4		
GLASGOW	TUI AIRWAYS LTD	C D	5	0	0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	47	100.0	0	4		
LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	C A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	197	0.0	0	0		
LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0		
GATWICK	GERMANIA FLUGGESELLSCHAFT	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	44	4		
GATWICK	GERMANIA FLUGGESELLSCHAFT	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4		
GATWICK	TITAN AIRWAYS LTD	C A	14	0	0	14.3	42.9	14.3	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	24	83.3	7	12		
GATWICK	TITAN AIRWAYS LTD	C D	15	0	0	0.0	26.7	20.0	26.7	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	25	75.0	17	12		
GATWICK	TUI AIRWAYS LTD	C A	24	0	0	8.3	12.5	33.3	4.2	20.8	4.2	8.3	8.3	0.0	0.0	0.0	0.0	50	80.0	7	15		
GATWICK	TUI AIRWAYS LTD	C D	24	0	0	0.0	37.5	33.3	16.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	16	16		
LONDON CITY	BA CITYFLYER LTD	S A	7	0	1	0.0	0.0	12.5	25.0	37.5	12.5	0.0	0.0	0.0	0.0	12.5	34	66.7	12	9			
LONDON CITY	BA CITYFLYER LTD	S D	7	0	1	0.0	12.5	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	12.5	25	88.9	7	9			
LUTON	AIR HAMBURG	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
LUTON	PAN EUROPEAN AIR SERVICE	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1		
LUTON	TITAN AIRWAYS LTD	C A	5	0	0	0.0	20.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0		
LUTON	TITAN AIRWAYS LTD	C D	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0		
LUTON	VISTAJET LTD MALTA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	BA CITYFLYER LTD	S A	9	0	0	0.0	11.1	0.0	11.1	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	64	25.0	43	8		
STANSTED	BA CITYFLYER LTD	S D	9	0	0	0.0	0.0	22.2	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	40	50.0	25	8		
STANSTED	TITAN AIRWAYS LTD	C A	10	0	0	10.0	10.0	10.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	41	75.0	12	8		
STANSTED	TITAN AIRWAYS LTD	C D	11	0	0	0.0	9.1	18.2	27.3	18.2	27.3	0.0	0.0	0.0	0.0	0.0	0.0	43	37.5	24	8		
MANCHESTER	BRITISH AIRWAYS PLC	C A	4	0	0	0.0	25.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0		
MANCHESTER	BRITISH AIRWAYS PLC	C D	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0		
MANCHESTER	BRITISH AIRWAYS PLC	S A	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	MANCHESTER	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	40	4	
	MANCHESTER	FLYBE LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	44	0.0	53	4	
	MANCHESTER	FLYBE LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	48	37.5	25	8	
	MANCHESTER	TITAN AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	71	0.0	0	0	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	82	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	10	0	0	0.0	10.0	50.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	38	37.5	24	8	
	MANCHESTER	TUI AIRWAYS LTD	C	D	10	0	0	0.0	10.0	90.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	16	8	
	SOUTHAMPTON	FLYBE LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	73	50.0	21	4	
	SOUTHAMPTON	FLYBE LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	81	75.0	16	4	
	SOUTHAMPTON	FLYBE LTD	S	A	13	0	0	15.4	46.2	15.4	7.7	7.7	0.0	7.7	0.0	0.0	0.0	16	60.0	17	10	
	SOUTHAMPTON	FLYBE LTD	S	D	14	0	0	0.0	7.1	57.1	0.0	21.4	7.1	0.0	7.1	0.0	0.0	39	66.7	18	12	
<b>TOTAL CHAMBERY</b>					<b>342</b>	<b>0</b>	<b>6</b>	<b>3.7</b>	<b>17.5</b>	<b>31.6</b>	<b>13.5</b>	<b>12.1</b>	<b>8.6</b>	<b>6.9</b>	<b>3.4</b>	<b>0.9</b>	<b>0.0</b>	<b>1.7</b>	<b>41</b>	<b>58.5</b>	<b>20</b>	<b>270</b>
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT																						
	HEATHROW	HAINAN AIRLINES	S	A	4	0	0	25.0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	63	0.0	0	0	
	HEATHROW	HAINAN AIRLINES	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHANIA																						
	BIRMINGHAM	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1	
	BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1	
	BRISTOL	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	2	
	BRISTOL	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	6	2	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	GLASGOW	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	42	1	
	GLASGOW	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	23	1	
	LEEDS BRADFORD	RYANAIR	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1	
	LEEDS BRADFORD	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	8	3	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	9	3	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	3	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
CHANIA		GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	22	3									
		STANSTED	RYANAIR	S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	10	2									
		STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	24	100.0	9	2									
		MANCHESTER	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	23	100.0	15	1									
		MANCHESTER	RYANAIR	S	D	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	12	1									
<b>TOTAL CHANIA</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>17.6</b>	<b>41.2</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.6</b>	<b>10</b>	<b>28</b>									
CHARLEROI		EDINBURGH	RYANAIR	S	A	14	0	1	20.0	20.0	40.0	13.3	0.0	0.0	0.0	0.0	0.0	6.7	6	100.0	0	19									
		EDINBURGH	RYANAIR	S	D	14	0	1	0.0	20.0	26.7	40.0	6.7	0.0	0.0	0.0	0.0	6.7	12	100.0	1	19									
		GLASGOW	RYANAIR	S	A	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	8									
		GLASGOW	RYANAIR	S	D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	8									
		MANCHESTER	RYANAIR	S	A	43	0	0	9.3	65.1	23.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2	92.6	3	54									
		MANCHESTER	RYANAIR	S	D	43	0	0	0.0	16.3	62.8	18.6	2.3	0.0	0.0	0.0	0.0	0.0	8	83.3	8	54									
<b>TOTAL CHARLEROI</b>						<b>130</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>35.6</b>	<b>42.4</b>	<b>13.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.0</b>	<b>4</b>	<b>162</b>									
CHARLOTTE		HEATHROW	AMERICAN AIRLINES	S	A	61	0	1	14.5	32.3	17.7	9.7	9.7	9.7	1.6	3.2	0.0	0.0	1.6	25	73.8	15	61								
		HEATHROW	AMERICAN AIRLINES	S	D	61	0	1	0.0	41.9	35.5	4.8	8.1	6.5	1.6	0.0	0.0	0.0	1.6	15	86.9	7	61								
<b>TOTAL CHARLOTTE</b>						<b>122</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>37.1</b>	<b>26.6</b>	<b>7.3</b>	<b>8.9</b>	<b>8.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>80.3</b>	<b>11</b>	<b>122</b>								
CHATEAUROUX DEOLS		BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									
<b>TOTAL CHATEAUROUX DEOLS</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>									
CHENNAI		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	16.1	3.2	6.5	19.4	19.4	6.5	0.0	0.0	0.0	0.0	35	71.0	12	31								
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	32.3	19.4	9.7	29.0	3.2	0.0	0.0	0.0	0.0	43	87.1	7	31								
<b>TOTAL CHENNAI</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>11.3</b>	<b>17.7</b>	<b>12.9</b>	<b>14.5</b>	<b>24.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>79.0</b>	<b>9</b>	<b>62</b>								
CHICAGO (O'HARE)		GATWICK	NORWEGIAN AIR UK LTD	S	A	6	0	0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0								
		GATWICK	NORWEGIAN AIR UK LTD	S	D	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0									
		HEATHROW	AMERICAN AIRLINES	S	A	95	0	4	16.2	19.2	30.3	12.1	6.1	7.1	3.0	2.0	0.0	0.0	4.0	24	73.9	18	92								
		HEATHROW	AMERICAN AIRLINES	S	D	95	0	4	0.0	59.6	17.2	6.1	7.1	3.0	0.0	3.0	0.0	0.0	4.0	14	91.3	6	92								
		HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	6.5	21.0	25.8	21.0	17.7	1.6	3.2	1.6	0.0	0.0	1.6	25	80.6	16	62								
		HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	17.7	33.9	22.6	12.9	8.1	1.6	1.6	0.0	0.0	1.6	28	71.0	17	62								

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: C		PERCENTAGE OF FLIGHTS LATE										MAR 2017		
										NUMBER OF FLIGHTS														
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
	HEATHROW	UNITED AIRLINES	S	A	88	0	2	8.9	22.2	27.8	21.1	7.8	8.9	1.1	0.0	0.0	0.0	2.2	19	81.7	19	93		
	HEATHROW	UNITED AIRLINES	S	D	88	0	2	0.0	57.8	30.0	7.8	1.1	1.1	0.0	0.0	0.0	0.0	2.2	5	97.8	3	93		
	MANCHESTER	AMERICAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	56	6		
	MANCHESTER	AMERICAN AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	6		
<b>TOTAL CHICAGO (O'HARE)</b>					<b>501</b>	<b>0</b>	<b>14</b>	<b>5.6</b>	<b>34.8</b>	<b>27.6</b>	<b>14.0</b>	<b>7.8</b>	<b>4.9</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>18</b>	<b>83.0</b>	<b>14</b>	<b>506</b>		
CHISINAU (KISHINEV)																								
	LUTON	WIZZ AIR	S	A	22	0	0	27.3	9.1	13.6	31.8	4.5	4.5	9.1	0.0	0.0	0.0	0.0	25	84.2	13	19		
	LUTON	WIZZ AIR	S	D	22	0	0	0.0	0.0	27.3	18.2	31.8	9.1	9.1	4.5	0.0	0.0	0.0	46	84.2	43	19		
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	18	0	0	22.2	33.3	33.3	5.6	5.6	0.0	0.0	0.0	0.0	0.0	4	76.5	11	17			
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	18	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.2	10	17		
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>17.5</b>	<b>30.0</b>	<b>18.8</b>	<b>11.3</b>	<b>3.8</b>	<b>5.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>83.3</b>	<b>20</b>	<b>72</b>		
CITY OF DERRY (EGLINTON)																								
	BRISTOL	BMI REGIONAL	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0			
	DONCASTER SHEFFIELD	ENTER AIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
	GLASGOW	RYANAIR	S	A	21	0	1	9.1	36.4	22.7	9.1	13.6	4.5	0.0	0.0	0.0	4.5	15	77.3	8	22			
	GLASGOW	RYANAIR	S	D	21	0	1	0.0	31.8	31.8	13.6	13.6	4.5	0.0	0.0	0.0	4.5	16	77.3	8	22			
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	11.8	41.2	41.2	0.0	5.9	0.0	0.0	0.0	0.0	0.0	6	100.0	1	19			
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	17.6	76.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	7	100.0	1	19			
	STANSTED	BMI REGIONAL	S	A	55	0	3	3.4	22.4	32.8	19.0	5.2	8.6	3.4	0.0	0.0	5.2	21	0.0	0	0			
	STANSTED	BMI REGIONAL	S	D	54	0	4	0.0	12.1	34.5	17.2	13.8	15.5	0.0	0.0	0.0	6.9	27	0.0	0	0			
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	22			
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	22			
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>187</b>	<b>0</b>	<b>9</b>	<b>3.1</b>	<b>23.0</b>	<b>36.7</b>	<b>13.8</b>	<b>9.2</b>	<b>8.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>19</b>	<b>92.1</b>	<b>4</b>	<b>126</b>		
CLERMONT FERRAND																								
	LUTON	SIAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	6	12			
	LUTON	SIAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	7	13			
	STANSTED	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
	STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
<b>TOTAL CLERMONT FERRAND</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.0</b>	<b>6</b>	<b>25</b>			
CLUJ NAPOCA																								
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	10	0	0	30.0	20.0	20.0	0.0	10.0	0.0	20.0	0.0	0.0	0.0	33	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	10	0	0	0.0	30.0	30.0	10.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
	BIRMINGHAM	Unknown	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	14		
	BIRMINGHAM	Unknown	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	14		
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	11.1	33.3	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	100.0	4	8	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	22.2	22.2	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	31	75.0	9	8	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	8	0	0	0.0	25.0	50.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	32	87.5	8	8	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	8	0	0	0.0	12.5	50.0	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	31	87.5	3	8	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	10	0	0	10.0	40.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	3	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	10	0	0	0.0	40.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	18	66.7	10	3	
	LUTON	WIZZ AIR	S	A	70	0	0	28.6	32.9	21.4	4.3	8.6	2.9	1.4	0.0	0.0	0.0	0.0	11	95.7	3	70	
	LUTON	WIZZ AIR	S	D	70	0	0	0.0	20.0	41.4	8.6	14.3	14.3	1.4	0.0	0.0	0.0	0.0	25	80.0	10	70	
<b>TOTAL CLUJ NAPOCA</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>27.1</b>	<b>31.8</b>	<b>7.0</b>	<b>11.2</b>	<b>7.5</b>	<b>2.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>89.3</b>	<b>5</b>	<b>206</b>	
COLOGNE BONN																							
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	78	1		
	BRISTOL	RYANAIR	S	A	16	0	1	29.4	41.2	11.8	5.9	5.9	0.0	0.0	0.0	0.0	5.9	6	0.0	0	0		
	BRISTOL	RYANAIR	S	D	16	0	1	0.0	41.2	29.4	17.6	0.0	5.9	0.0	0.0	0.0	5.9	14	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	AIR ALLIANCE EXPRESS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	116	1		
	EAST MIDLANDS INTERNATIONAL	AIR ALLIANCE EXPRESS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	13	0	0	0.0	30.8	30.8	15.4	15.4	7.7	0.0	0.0	0.0	0.0	17	0.0	0	0		
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	13	0	0	0.0	7.7	38.5	7.7	23.1	23.1	0.0	0.0	0.0	0.0	29	0.0	0	0		
	EDINBURGH	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	12		
	EDINBURGH	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	12		
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	76	0	4	8.8	35.0	30.0	6.3	12.5	2.5	0.0	0.0	0.0	5.0	13	0.0	0	0		
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	76	0	4	0.0	35.0	31.3	13.8	5.0	8.8	1.3	0.0	0.0	0.0	17	0.0	0	0		
	HEATHROW	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.7	6	81		
	HEATHROW	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.2	6	81		
	LUTON	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	65	0	3	0.0	22.1	38.2	10.3	14.7	10.3	0.0	0.0	0.0	0.0	4.4	21	0.0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	65	0	3	0.0	16.2	33.8	11.8	14.7	17.6	1.5	0.0	0.0	0.0	4.4	29	0.0	0	0
	STANSTED	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.9	5	66
	STANSTED	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.9	5	66
	STANSTED	RYANAIR	S	A	66	0	2	10.3	36.8	23.5	8.8	5.9	7.4	1.5	2.9	0.0	0.0	2.9	21	89.2	6	64
	STANSTED	RYANAIR	S	D	66	0	2	0.0	4.4	45.6	23.5	13.2	7.4	0.0	2.9	0.0	0.0	2.9	28	89.2	7	65
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	25	0	1	3.8	38.5	34.6	0.0	11.5	7.7	0.0	0.0	0.0	0.0	3.8	15	0.0	0	0
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	25	0	1	0.0	26.9	30.8	19.2	7.7	7.7	3.8	0.0	0.0	0.0	3.8	23	0.0	0	0
	MANCHESTER	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	13	23
	MANCHESTER	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.6	15	23
	MANCHESTER	RYANAIR	S	A	31	0	0	29.0	35.5	19.4	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	12.9	51.6	16.1	12.9	6.5	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	SOUTHEND	STOBART AIR	S	A	17	0	0	5.9	47.1	11.8	5.9	11.8	5.9	11.8	0.0	0.0	0.0	0.0	29	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	17	0	0	0.0	52.9	17.6	0.0	11.8	17.6	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL COLOGNE BONN</b>					<b>618</b>	<b>0</b>	<b>22</b>	<b>4.7</b>	<b>27.8</b>	<b>32.0</b>	<b>11.4</b>	<b>10.6</b>	<b>8.4</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>20</b>	<b>86.9</b>	<b>7</b>	<b>497</b>
COLOMBO																						
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	5
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	35	75.0	7	4
	HEATHROW	SRILANKAN AIRLINES	S	A	38	0	0	10.5	23.7	50.0	7.9	5.3	2.6	0.0	0.0	0.0	0.0	0.0	8	81.6	6	38
	HEATHROW	SRILANKAN AIRLINES	S	D	38	0	0	0.0	34.2	44.7	13.2	7.9	0.0	0.0	0.0	0.0	0.0	0.0	10	94.7	3	38
<b>TOTAL COLOMBO</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>27.5</b>	<b>47.5</b>	<b>10.0</b>	<b>6.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.2</b>	<b>4</b>	<b>85</b>
COMISO																						
	STANSTED	RYANAIR	S	A	1	0	1	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	27	100.0	7	2
	STANSTED	RYANAIR	S	D	1	0	1	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	25	100.0	4	2
<b>TOTAL COMISO</b>					<b>2</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>26</b>	<b>100.0</b>	<b>6</b>	<b>4</b>
CONSTANTA																						
	LUTON	WIZZ AIR	S	A	11	0	0	36.4	27.3	9.1	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	19	100.0	3	8
	LUTON	WIZZ AIR	S	D	10	0	0	0.0	10.0	40.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	33	87.5	5	8
<b>TOTAL CONSTANTA</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>19.0</b>	<b>23.8</b>	<b>14.3</b>	<b>9.5</b>	<b>9.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>93.8</b>	<b>4</b>	<b>16</b>
COPENHAGEN																						
	ABERDEEN	SAS	S	A	22	0	3	4.0	32.0	20.0	16.0	16.0	0.0	0.0	0.0	0.0	0.0	12.0	14	97.1	4	35
	ABERDEEN	SAS	S	D	22	0	3	0.0	48.0	16.0	4.0	12.0	8.0	0.0	0.0	0.0	0.0	12.0	17	94.3	4	35
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
	BIRMINGHAM	SAS	S	A	49	0	1	0.0	36.0	32.0	12.0	10.0	6.0	2.0	0.0	0.0	2.0	17	86.8	8	53	
	BIRMINGHAM	SAS	S	D	48	0	3	0.0	27.5	27.5	21.6	9.8	3.9	3.9	0.0	0.0	0.0	5.9	23	83.0	9	53

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	0.0	44.4	0.0	11.1	11.1	11.1	11.1	0.0	0.0	0.0	11.1	38	100.0	0	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	11.1	44.4	11.1	0.0	11.1	11.1	0.0	0.0	0.0	11.1	39	100.0	2	9
	EAST MIDLANDS INTERNATIONAL	DUCAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	19	0	2	0.0	33.3	38.1	0.0	9.5	9.5	0.0	0.0	0.0	0.0	9.5	17	87.0	8	23
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	19	0	2	0.0	33.3	23.8	23.8	4.8	4.8	0.0	0.0	0.0	0.0	9.5	14	91.3	8	23
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	16	0	1	0.0	23.5	35.3	17.6	11.8	5.9	0.0	0.0	0.0	0.0	5.9	17	100.0	1	6
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	16	0	1	0.0	5.9	23.5	41.2	17.6	5.9	0.0	0.0	0.0	0.0	5.9	25	66.7	8	6
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	12	11	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	54.5	19	11	
	EDINBURGH	RYANAIR	S	A	17	0	1	0.0	11.1	22.2	11.1	44.4	5.6	0.0	0.0	0.0	0.0	5.6	28	77.8	8	18
	EDINBURGH	RYANAIR	S	D	17	0	1	0.0	11.1	44.4	5.6	33.3	0.0	0.0	0.0	0.0	0.0	5.6	19	77.8	10	18
	EDINBURGH	SAS	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	EDINBURGH	SAS	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	17.4	43.0	14.0	10.5	9.3	3.5	2.3	0.0	0.0	0.0	0.0	14	91.8	4	110
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	0.0	40.7	50.0	3.5	2.3	1.2	2.3	0.0	0.0	0.0	0.0	8	82.6	9	109
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	156	0	0	5.8	26.3	31.4	12.8	12.2	9.0	1.9	0.6	0.0	0.0	0.0	21	74.1	12	139
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	155	0	1	0.0	37.8	33.3	9.6	10.3	7.1	1.3	0.0	0.0	0.0	0.6	16	72.7	13	139
	HEATHROW	BRITISH AIRWAYS PLC	S	A	169	0	6	18.9	34.9	25.1	6.9	8.0	2.9	0.0	0.0	0.0	0.0	3.4	9	92.1	4	178
	HEATHROW	BRITISH AIRWAYS PLC	S	D	169	0	6	0.0	44.0	40.6	5.7	2.3	4.0	0.0	0.0	0.0	0.0	3.4	8	91.6	4	179
	HEATHROW	SAS	S	A	66	0	2	5.9	35.3	26.5	19.1	8.8	0.0	1.5	0.0	0.0	0.0	2.9	12	87.4	6	174
	HEATHROW	SAS	S	D	66	0	2	0.0	52.9	32.4	8.8	1.5	0.0	1.5	0.0	0.0	0.0	2.9	6	94.8	3	174
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	99	0	0	3.0	29.3	38.4	18.2	6.1	5.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	100	0	0	0.0	45.0	39.0	10.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.9	12	95
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.6	13	95

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	RYANAIR	S	A	31	0	0	0.0	48.4	16.1	12.9	12.9	3.2	3.2	3.2	0.0	0.0	0.0	27	96.2	2	106
	LUTON	RYANAIR	S	D	31	0	0	0.0	29.0	45.2	12.9	6.5	3.2	3.2	0.0	0.0	0.0	15	91.5	4	106	
	STANSTED	RYANAIR	S	A	82	0	3	23.5	29.4	15.3	14.1	7.1	5.9	1.2	0.0	0.0	0.0	3.5	14	77.8	31	18
	STANSTED	RYANAIR	S	D	82	0	2	0.0	9.5	40.5	20.2	17.9	8.3	1.2	0.0	0.0	0.0	2.4	24	83.3	18	18
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	13.3	37.8	20.0	11.1	6.7	8.9	0.0	2.2	0.0	0.0	0.0	21	76.1	8	45
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	0.0	37.8	44.4	8.9	0.0	8.9	0.0	0.0	0.0	0.0	0.0	14	80.4	8	45
	MANCHESTER	SAS	S	A	74	0	0	2.7	28.4	33.8	17.6	13.5	4.1	0.0	0.0	0.0	0.0	0.0	15	82.3	7	78
	MANCHESTER	SAS	S	D	73	0	0	2.7	34.2	30.1	12.3	15.1	5.5	0.0	0.0	0.0	0.0	0.0	16	87.3	10	78
	NEWCASTLE	SAS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.0	8	25	
	NEWCASTLE	SAS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.0	9	25	
<b>TOTAL COPENHAGEN CORFU</b>					<b>1882</b>	<b>0</b>	<b>42</b>	<b>4.9</b>	<b>34.4</b>	<b>31.7</b>	<b>11.7</b>	<b>9.0</b>	<b>4.9</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>15</b>	<b>85.6</b>	<b>7</b>	<b>2247</b>
	BIRMINGHAM	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	9	2
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	21	2
	EDINBURGH	RYANAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	1
	LEEDS BRADFORD	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	0.0	71.4	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	15	100.0	2	4
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	0.0	0.0	85.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	18	75.0	9	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	100.0	5	1
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	29	100.0	11	1
	STANSTED	RYANAIR	S	A	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	36	100.0	1	2
	STANSTED	RYANAIR	S	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	4	2
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	11	2

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	100.0	6	2	
	MANCHESTER	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	2	
<b>TOTAL CORFU</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.4</b>	<b>44.7</b>	<b>14.9</b>	<b>4.3</b>	<b>12.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>86.7</b>	<b>6</b>	<b>30</b>	
CORK																							
	BIRMINGHAM	STOBART AIR	S	A	53	0	5	1.7	29.3	34.5	12.1	6.9	0.0	1.7	5.2	0.0	0.0	8.6	25	83.3	5	59	
	BIRMINGHAM	STOBART AIR	S	D	54	0	5	0.0	20.3	39.0	11.9	11.9	0.0	1.7	6.8	0.0	0.0	8.5	34	90.0	5	59	
	BRISTOL	STOBART AIR	S	A	29	0	1	10.0	33.3	20.0	16.7	3.3	3.3	3.3	3.3	3.3	0.0	3.3	38	83.9	11	31	
	BRISTOL	STOBART AIR	S	D	29	0	1	3.3	23.3	36.7	13.3	3.3	6.7	3.3	3.3	3.3	0.0	3.3	42	80.6	7	30	
	CARDIFF WALES	FLYBE LTD	S	A	10	0	2	8.3	41.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16.7	9	100.0	4	9	
	CARDIFF WALES	FLYBE LTD	S	D	10	0	2	0.0	41.7	16.7	8.3	16.7	0.0	0.0	0.0	0.0	0.0	16.7	13	77.8	5	9	
	EDINBURGH	AER LINGUS	S	A	36	0	3	7.7	56.4	12.8	2.6	7.7	2.6	2.6	0.0	0.0	0.0	7.7	11	96.9	6	32	
	EDINBURGH	AER LINGUS	S	D	36	0	3	7.7	41.0	23.1	7.7	5.1	5.1	2.6	0.0	0.0	0.0	7.7	14	90.6	9	32	
	GLASGOW	AER LINGUS	S	A	20	0	2	0.0	40.9	13.6	9.1	13.6	4.5	0.0	9.1	0.0	0.0	9.1	35	86.4	7	22	
	GLASGOW	AER LINGUS	S	D	19	0	3	0.0	36.4	18.2	4.5	13.6	4.5	0.0	9.1	0.0	0.0	13.6	35	77.3	20	22	
	LIVERPOOL (JOHN LENNON)	AER LINGUS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	19	0	2	14.3	47.6	14.3	9.5	4.8	0.0	0.0	0.0	0.0	0.0	9.5	6	100.0	2	20	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	20	0	1	0.0	14.3	71.4	9.5	0.0	0.0	0.0	0.0	0.0	0.0	4.8	3	95.2	2	21	
	GATWICK	RYANAIR	S	A	29	0	1	0.0	56.7	16.7	16.7	3.3	3.3	0.0	0.0	0.0	0.0	3.3	10	90.3	5	31	
	GATWICK	RYANAIR	S	D	29	0	1	0.0	3.3	53.3	26.7	6.7	3.3	3.3	0.0	0.0	0.0	3.3	21	74.2	13	31	
	HEATHROW	AER LINGUS	S	A	116	0	10	28.6	39.7	15.1	2.4	3.2	2.4	0.0	0.8	0.0	0.0	7.9	7	90.2	4	122	
	HEATHROW	AER LINGUS	S	D	117	0	9	3.2	59.5	16.7	6.3	1.6	4.0	0.8	0.8	0.0	0.0	7.1	10	93.5	3	123	
	STANSTED	RYANAIR	S	A	80	0	10	4.4	36.7	36.7	6.7	3.3	1.1	0.0	0.0	0.0	0.0	11.1	8	86.4	6	88	
	STANSTED	RYANAIR	S	D	80	0	10	0.0	4.4	34.4	27.8	18.9	1.1	2.2	0.0	0.0	0.0	11.1	24	76.4	12	89	
	MANCHESTER	AER LINGUS	S	A	73	0	7	21.3	33.8	22.5	2.5	7.5	0.0	2.5	0.0	1.3	0.0	8.8	15	93.8	4	80	
	MANCHESTER	AER LINGUS	S	D	72	0	8	0.0	20.0	41.3	15.0	5.0	2.5	3.8	1.3	1.3	0.0	10.0	24	88.8	5	80	
	NEWCASTLE	AER LINGUS	S	A	13	0	1	21.4	35.7	7.1	14.3	0.0	0.0	7.1	7.1	0.0	0.0	7.1	39	78.6	12	14	
	NEWCASTLE	AER LINGUS	S	D	13	0	1	0.0	35.7	21.4	7.1	14.3	0.0	7.1	7.1	0.0	0.0	7.1	44	78.6	13	14	
	SOUTHAMPTON	AER LINGUS	S	A	16	0	3	0.0	36.8	15.8	15.8	5.3	5.3	0.0	5.3	0.0	0.0	15.8	28	84.2	11	19	
	SOUTHAMPTON	AER LINGUS	S	D	16	0	3	0.0	31.6	15.8	15.8	10.5	5.3	0.0	5.3	0.0	0.0	15.8	31	68.4	14	19	
<b>TOTAL CORK</b>					<b>990</b>	<b>0</b>	<b>94</b>	<b>7.3</b>	<b>34.1</b>	<b>26.8</b>	<b>10.4</b>	<b>6.7</b>	<b>2.2</b>	<b>1.6</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>8.7</b>	<b>19</b>	<b>87.3</b>	<b>7</b>	<b>1056</b>	
CRAIOVA																							
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	LUTON	WIZZ AIR	S	A	29	0	1	3.3	23.3	20.0	16.7	6.7	16.7	6.7	3.3	0.0	0.0	3.3	42	87.5	4	24	



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LUTON	WIZZ AIR	S	D	30	0	1	0.0	0.0	25.8	12.9	19.4	22.6	9.7	6.5	0.0	0.0	3.2	62	79.2	9	24
<b>TOTAL CRAIOVA</b>					<b>59</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>11.5</b>	<b>23.0</b>	<b>14.8</b>	<b>13.1</b>	<b>19.7</b>	<b>8.2</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>52</b>	<b>84.6</b>	<b>6</b>	<b>52</b>
CUNAGUA (CAYO COCO)	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	8	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	5
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.0</b>	<b>4</b>	<b>10</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
DALAMAN																											
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	6	1					
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0					
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	100.0	6	1					
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0					
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1					
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	6	3					
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	33.3	22	3					
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0					
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	40.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	53	50.0	28	2					
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0					
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	1					
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	100.0	9	1					
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1					
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1					
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1					
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	11.1	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	100.0	7	2					
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	18	4					
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	91	0.0	0	0					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: D										MAR 2017								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
<b>TOTAL DALAMAN</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>21.1</b>	<b>38.0</b>	<b>16.9</b>	<b>7.0</b>	<b>7.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>77.3</b>	<b>13</b>	<b>22</b>						
DALLAS/FORT WORTH																												
	HEATHROW	AMERICAN AIRLINES	S	A	79	0	1	12.5	13.8	30.0	16.3	13.8	12.5	0.0	0.0	0.0	0.0	1.3	23	70.9	18	79						
	HEATHROW	AMERICAN AIRLINES	S	D	79	0	1	0.0	33.8	40.0	13.8	6.3	3.8	1.3	0.0	0.0	0.0	1.3	13	88.6	8	79						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	29.0	29.0	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	76.7	57	30						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	38.7	19.4	12.9	3.2	0.0	0.0	0.0	0.0	0.0	15	64.5	58	31						
	HEATHROW	DELTA AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	19	6						
	HEATHROW	DELTA AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	38	6						
<b>TOTAL DALLAS/FORT WORTH</b>					<b>220</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>24.8</b>	<b>34.7</b>	<b>15.8</b>	<b>9.9</b>	<b>6.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>75.8</b>	<b>25</b>	<b>231</b>						
DEAUVILLE																												
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
	STANSTED	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
<b>TOTAL DEAUVILLE</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>						
DEBRECEN																												
	LUTON	WIZZ AIR	S	A	34	0	0	20.6	35.3	20.6	5.9	11.8	2.9	2.9	0.0	0.0	0.0	0.0	15	90.6	4	32						
	LUTON	WIZZ AIR	S	D	34	0	0	0.0	20.6	35.3	11.8	14.7	8.8	2.9	5.9	0.0	0.0	0.0	33	84.4	10	32						
<b>TOTAL DEBRECEN</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>27.9</b>	<b>27.9</b>	<b>8.8</b>	<b>13.2</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>87.5</b>	<b>7</b>	<b>64</b>						
DELHI																												
	BIRMINGHAM	AIR INDIA	S	A	24	0	0	25.0	25.0	20.8	8.3	12.5	0.0	4.2	4.2	0.0	0.0	0.0	29	80.6	8	31						
	BIRMINGHAM	AIR INDIA	S	D	9	0	0	0.0	0.0	22.2	33.3	22.2	0.0	11.1	11.1	0.0	0.0	0.0	59	0.0	0	0						
	HEATHROW	AIR INDIA	S	A	62	0	0	29.0	32.3	24.2	6.5	8.1	0.0	0.0	0.0	0.0	0.0	0.0	6	79.0	7	62						
	HEATHROW	AIR INDIA	S	D	62	0	2	3.1	54.7	29.7	3.1	6.3	0.0	0.0	0.0	0.0	0.0	3.1	5	79.0	13	62						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	27.4	22.6	35.5	4.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	10	87.1	7	62						
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	11.3	58.1	12.9	14.5	1.6	1.6	0.0	0.0	0.0	0.0	14	85.5	7	62						
	HEATHROW	JET AIRWAYS	S	A	31	0	0	0.0	19.4	16.1	29.0	29.0	6.5	0.0	0.0	0.0	0.0	0.0	24	3.2	54	31						
	HEATHROW	JET AIRWAYS	S	D	31	0	0	0.0	64.5	22.6	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	90.3	5	31						
	HEATHROW	UNITED AIRLINES	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	6.7	36.7	20.0	20.0	10.0	3.3	3.3	0.0	0.0	0.0	0.0	20	74.2	10	31						
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	54.8	22.6	0.0	9.7	6.5	3.2	3.2	0.0	0.0	0.0	24	83.9	6	31						
<b>TOTAL DELHI</b>					<b>405</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>33.4</b>	<b>30.7</b>	<b>9.8</b>	<b>10.3</b>	<b>2.2</b>	<b>1.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>76.4</b>	<b>12</b>	<b>403</b>						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: D			PERCENTAGE OF FLIGHTS LATE							MAR 2017		
										NUMBER OF FLIGHTS												
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat
DENVER INTERNATIONAL																						
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	11	0	0	9.1	45.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	11	0	0	0.0	0.0	45.5	27.3	27.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	22.6	41.9	6.5	16.1	9.7	3.2	0.0	0.0	0.0	0.0	25	83.9	14	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	54.8	16.1	9.7	9.7	3.2	0.0	0.0	0.0	0.0	23	64.5	28	31
	HEATHROW	UNITED AIRLINES	S	A	7	0	0	42.9	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	HEATHROW	UNITED AIRLINES	S	D	7	0	0	0.0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>22.3</b>	<b>42.7</b>	<b>10.7</b>	<b>12.6</b>	<b>5.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>74.2</b>	<b>21</b>	<b>62</b>
DETROIT																						
	HEATHROW	DELTA AIRLINES	S	A	43	0	0	20.9	30.2	25.6	11.6	2.3	2.3	0.0	4.7	2.3	0.0	0.0	31	93.5	43	31
	HEATHROW	DELTA AIRLINES	S	D	43	0	0	0.0	53.5	30.2	7.0	2.3	7.0	0.0	0.0	0.0	0.0	9	87.5	53	32	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	3	18	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	9	17	
<b>TOTAL DETROIT</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>41.9</b>	<b>27.9</b>	<b>9.3</b>	<b>2.3</b>	<b>4.7</b>	<b>0.0</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>90.8</b>	<b>33</b>	<b>98</b>
DHAKHA																						
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	18	0	0	0.0	0.0	16.7	16.7	50.0	11.1	5.6	0.0	0.0	0.0	42	12.5	77	16	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	18	0	0	0.0	5.6	11.1	27.8	27.8	22.2	0.0	0.0	5.6	0.0	0.0	114	6.3	78	16
<b>TOTAL DHAKHA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>13.9</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>78</b>	<b>9.4</b>	<b>78</b>	<b>32</b>
DINARD																						
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	3	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	3	
	STANSTED	RYANAIR	S	A	15	0	0	0.0	40.0	40.0	13.3	0.0	6.7	0.0	0.0	0.0	0.0	13	68.8	24	15	
	STANSTED	RYANAIR	S	D	15	0	0	0.0	13.3	73.3	6.7	0.0	6.7	0.0	0.0	0.0	0.0	11	82.4	7	16	
<b>TOTAL DINARD</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>58.3</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.5</b>	<b>13</b>	<b>37</b>
DOHA HAMAD																						
	BIRMINGHAM	QATAR AIRWAYS	S	A	31	0	0	54.8	29.0	3.2	9.7	0.0	0.0	0.0	3.2	0.0	0.0	8	90.3	14	31	
	BIRMINGHAM	QATAR AIRWAYS	S	D	31	0	0	0.0	41.9	32.3	12.9	6.5	3.2	0.0	3.2	0.0	0.0	19	96.8	11	31	
	EDINBURGH	QATAR AIRWAYS	S	A	31	0	0	25.8	41.9	25.8	0.0	3.2	3.2	0.0	0.0	0.0	0.0	7	77.4	10	31	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: D		PERCENTAGE OF FLIGHTS LATE										MAR 2017		
										NUMBER OF FLIGHTS														
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
EDINBURGH	QATAR AIRWAYS	S	D	31	0	0	3.2	45.2	29.0	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	83.9	12	31			
HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	4.0	40.0	32.0	12.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	14	46.7	18	30			
HEATHROW	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	33.3	54.2	4.2	4.2	4.2	0.0	0.0	0.0	0.0	0.0	10	100.0	1	30			
HEATHROW	QATAR AIRWAYS	S	A	184	0	2	17.2	34.9	32.8	8.1	4.8	1.1	0.0	0.0	0.0	0.0	1.1	7	84.4	9	186			
HEATHROW	QATAR AIRWAYS	S	D	184	0	2	0.5	44.6	39.2	8.6	4.3	1.6	0.0	0.0	0.0	0.0	1.1	7	92.5	5	186			
MANCHESTER	QATAR AIRWAYS	S	A	71	0	1	22.2	41.7	29.2	1.4	4.2	0.0	0.0	0.0	0.0	0.0	1.4	4	81.4	10	70			
MANCHESTER	QATAR AIRWAYS	S	D	71	0	0	2.8	50.7	36.6	7.0	1.4	1.4	0.0	0.0	0.0	0.0	0.0	5	92.9	5	70			
<b>TOTAL DOHA HAMAD</b>				<b>683</b>	<b>0</b>	<b>5</b>	<b>11.3</b>	<b>40.8</b>	<b>33.4</b>	<b>7.6</b>	<b>4.1</b>	<b>1.7</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>7</b>	<b>86.6</b>	<b>8</b>	<b>696</b>			
DONCASTER SHEFFIELD																								
BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1			
BIRMINGHAM	FLYBE LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	501	3			
BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	135	1			
BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	1			
JERSEY	FLYBE LTD	S	A	14	0	0	0.0	50.0	42.9	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	22	14			
JERSEY	FLYBE LTD	S	D	14	0	0	0.0	14.3	71.4	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	71.4	26	14			
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	0.0	0	0			
GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
GATWICK	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1			
SOUTHAMPTON	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	147	0.0	0	0			
<b>TOTAL DONCASTER SHEFFIELD</b>				<b>33</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>51.5</b>	<b>0.0</b>	<b>6.1</b>	<b>6.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.7</b>	<b>67</b>	<b>36</b>			
DONEGAL																								
GLASGOW	AER LINGUS	S	A	8	0	2	10.0	60.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	20.0	22	80.0	5	15			
GLASGOW	AER LINGUS	S	D	8	0	2	0.0	70.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	20.0	21	93.3	4	15			
GLASGOW	LOGANAIR LTD	S	A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GLASGOW	LOGANAIR LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
<b>TOTAL DONEGAL</b>				<b>24</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>67.9</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>14</b>	<b>86.7</b>	<b>4</b>	<b>30</b>			
DORTMUND																								
BIRMINGHAM	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1			
BIRMINGHAM	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1			
BRISTOL	VOLOTEA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BRISTOL	VOLOTEA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	37	0	1	0.0	28.9	26.3	15.8	18.4	7.9	0.0	0.0	0.0	0.0	2.6	21	93.5	4	31			
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	37	0	1	0.0	18.4	34.2	28.9	13.2	2.6	0.0	0.0	0.0	0.0	2.6	16	90.3	6	31			
STANSTED	RYANAIR	S	A	31	0	0	3.2	22.6	41.9	25.8	6.5	0.0	0.0	0.0	0.0	0.0	0.0	12	90.3	7	31			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	RYANAIR	S	D	31	0	0	0.0	6.5	41.9	45.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	15	87.1	5	31	
<b>TOTAL DORTMUND</b>					<b>136</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>19.6</b>	<b>35.5</b>	<b>28.3</b>	<b>11.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>90.6</b>	<b>5</b>	<b>128</b>	
DRESDEN																							
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	14	5	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	14	4	
<b>TOTAL DRESDEN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>72.7</b>	<b>11</b>	<b>22</b>		
DUBAI																							
	BIRMINGHAM	EMIRATES	S	A	62	0	0	9.7	19.4	22.6	25.8	16.1	4.8	0.0	1.6	0.0	0.0	0.0	24	79.6	11	93	
	BIRMINGHAM	EMIRATES	S	D	62	0	1	0.0	12.7	39.7	19.0	12.7	7.9	4.8	1.6	0.0	1.6	33	77.4	13	93		
	GLASGOW	EMIRATES	S	A	59	0	2	8.2	36.1	32.8	14.8	4.9	0.0	0.0	0.0	0.0	3.3	8	85.5	7	62		
	GLASGOW	EMIRATES	S	D	61	0	4	0.0	32.3	29.2	13.8	15.4	0.0	3.1	0.0	0.0	6.2	17	85.5	7	62		
	GATWICK	EMIRATES	S	A	93	0	0	12.9	31.2	28.0	17.2	8.6	2.2	0.0	0.0	0.0	0.0	11	75.3	13	93		
	GATWICK	EMIRATES	S	D	93	0	0	0.0	35.5	36.6	16.1	9.7	2.2	0.0	0.0	0.0	0.0	11	89.2	7	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	25.3	36.3	16.5	9.9	8.8	1.1	2.2	0.0	0.0	0.0	11	91.4	14	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	0.0	17.4	46.7	19.6	8.7	4.3	3.3	0.0	0.0	0.0	19	87.1	9	93		
	HEATHROW	EMIRATES	S	A	190	0	2	6.3	29.2	33.3	18.2	9.4	2.1	0.0	0.5	0.0	0.0	13	60.8	17	186		
	HEATHROW	EMIRATES	S	D	190	0	2	0.0	31.3	41.7	14.1	9.4	2.1	0.0	0.5	0.0	0.0	12	78.0	9	186		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	17.2	24.1	27.6	13.8	10.3	3.4	3.4	0.0	0.0	0.0	17	75.0	12	28		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	50.0	30.0	0.0	6.7	10.0	0.0	3.3	0.0	0.0	18	93.1	3	29		
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
	MANCHESTER	EMIRATES	S	A	94	0	0	6.4	25.5	31.9	18.1	14.9	2.1	0.0	0.0	1.1	0.0	18	68.8	14	93		
	MANCHESTER	EMIRATES	S	D	93	0	1	0.0	14.9	30.9	18.1	24.5	10.6	0.0	0.0	0.0	0.0	1.1	26	58.1	19	93	
	NEWCASTLE	EMIRATES	S	A	31	0	0	6.5	45.2	35.5	9.7	3.2	0.0	0.0	0.0	0.0	0.0	7	83.9	7	31		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	NEWCASTLE	EMIRATES	S	D	31	0	0	0.0	6.5	29.0	25.8	29.0	6.5	3.2	0.0	0.0	0.0	0.0	29	74.2	10	31	
<b>TOTAL DUBAI</b>					<b>1301</b>	<b>0</b>	<b>12</b>	<b>5.4</b>	<b>27.9</b>	<b>33.2</b>	<b>16.4</b>	<b>11.6</b>	<b>3.3</b>	<b>0.9</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>76.8</b>	<b>12</b>	<b>1360</b>	
DUBAI (WORLD CENTRAL)																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	2		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2		
	EAST MIDLANDS INTERNATIONAL	GAINJET AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1		
	EAST MIDLANDS INTERNATIONAL	GAINJET AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	4		
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2		
	MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	63	4		
	MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3		
<b>TOTAL DUBAI (WORLD CENTRAL)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>45.0</b>	<b>26</b>	<b>20</b>		
DUBLIN																							
	ABERDEEN	AER LINGUS	S	A	41	0	3	22.7	31.8	29.5	2.3	4.5	0.0	0.0	2.3	0.0	0.0	6.8	14	87.9	5	33	
	ABERDEEN	AER LINGUS	S	D	41	0	3	0.0	47.7	29.5	6.8	6.8	0.0	0.0	0.0	2.3	0.0	6.8	17	87.9	4	33	
	BELFAST CITY (GEORGE BEST)	STOBART AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BELFAST INTERNATIONAL	IBERIA EXPRESS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	BIRMINGHAM	AER LINGUS	S	A	98	0	9	11.2	43.9	24.3	5.6	1.9	0.0	2.8	1.9	0.0	0.0	8.4	12	93.3	3	90	
	BIRMINGHAM	AER LINGUS	S	D	98	0	9	0.0	32.7	41.1	9.3	3.7	0.0	1.9	2.8	0.0	0.0	8.4	17	85.6	6	90	
	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	1		
	BIRMINGHAM	RYANAIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	62	1		
	BIRMINGHAM	RYANAIR	S	A	163	0	11	8.0	58.0	12.1	3.4	7.5	3.4	1.1	0.0	0.0	6.3	9	92.4	4	184		
	BIRMINGHAM	RYANAIR	S	D	161	0	11	0.0	29.1	44.2	8.7	7.0	3.5	0.6	0.0	0.6	0.0	6.4	14	86.4	7	183	
	BIRMINGHAM	STOBART AIR	S	A	41	0	3	13.6	31.8	25.0	11.4	6.8	0.0	0.0	0.0	4.5	0.0	6.8	27	94.3	3	70	
	BIRMINGHAM	STOBART AIR	S	D	41	0	3	2.3	20.5	40.9	11.4	11.4	0.0	0.0	2.3	4.5	0.0	6.8	35	90.0	5	70	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	157	0.0	0	0		
	BIRMINGHAM	Unknown	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1		
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	2		
	BRISTOL	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	53	3		
	BRISTOL	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
	BRISTOL	RYANAIR	S	A	81	0	6	5.7	48.3	23.0	9.2	1.1	2.3	3.4	0.0	0.0	6.9	11	87.2	5	86		
	BRISTOL	RYANAIR	S	D	81	0	6	0.0	31.0	37.9	16.1	2.3	3.4	2.3	0.0	0.0	6.9	14	76.5	9	84		
	BRISTOL	STOBART AIR	S	A	78	0	7	2.4	28.2	47.1	7.1	3.5	0.0	1.2	1.2	1.2	0.0	8.2	16	77.4	12	106	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	STOBART AIR	S D	78	0	7	0.0	29.4	44.7	9.4	2.4	2.4	0.0	2.4	1.2	0.0	8.2	19	81.9	10	104			
CARDIFF WALES	AIR CONTRACTORS	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
CARDIFF WALES	AIR CONTRACTORS	C D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
CARDIFF WALES	CITY JET	C A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	54	4			
CARDIFF WALES	CITY JET	C D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	27	4			
CARDIFF WALES	FLYBE LTD	S A	58	0	5	1.6	36.5	28.6	11.1	7.9	3.2	1.6	0.0	1.6	0.0	7.9	21	74.5	13	53			
CARDIFF WALES	FLYBE LTD	S D	57	0	6	0.0	20.6	49.2	7.9	4.8	3.2	1.6	3.2	0.0	0.0	9.5	19	80.0	20	55			
CARDIFF WALES	MALETH AERO	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1			
CARDIFF WALES	MALETH AERO	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
CARDIFF WALES	RYANAIR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1			
CARDIFF WALES	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6			
CARDIFF WALES	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	6			
CARDIFF WALES	STOBART AIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	2	15			
CARDIFF WALES	STOBART AIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.4	6	17			
DONCASTER SHEFFIELD	FLYBE LTD	S A	16	0	1	0.0	17.6	52.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	5.9	10	81.0	16	21			
DONCASTER SHEFFIELD	FLYBE LTD	S D	16	0	1	0.0	11.8	76.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	2	85.7	12	21			
DONCASTER SHEFFIELD	NETJETS TRANSPORTES AEREOS	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	52	0	5	5.3	47.4	17.5	12.3	7.0	1.8	0.0	0.0	0.0	0.0	8.8	9	95.3	4	64			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	53	0	6	0.0	23.7	42.4	10.2	8.5	3.4	0.0	1.7	0.0	0.0	10.2	17	84.1	10	63			
EDINBURGH	AER LINGUS	S A	125	0	9	4.5	36.6	30.6	13.4	2.2	2.2	0.0	2.2	1.5	0.0	6.7	21	91.4	5	128			
EDINBURGH	AER LINGUS	S D	125	0	8	0.8	31.6	36.1	12.0	7.5	2.3	0.0	1.5	2.3	0.0	6.0	25	80.6	9	128			
EDINBURGH	FLYBE LTD	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EDINBURGH	JET2.COM LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EDINBURGH	JET2.COM LTD	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
EDINBURGH	RYANAIR	S A	104	0	8	16.1	44.6	19.6	7.1	3.6	1.8	0.0	0.0	0.0	0.0	7.1	6	95.1	2	102			
EDINBURGH	RYANAIR	S D	104	0	8	0.9	33.9	42.9	7.1	5.4	2.7	0.0	0.0	0.0	0.0	7.1	10	93.1	4	102			
EXETER	FLYBE LTD	S A	17	0	2	10.5	31.6	15.8	10.5	10.5	5.3	5.3	0.0	0.0	0.0	10.5	24	87.0	4	22			
EXETER	FLYBE LTD	S D	18	0	2	0.0	45.0	25.0	5.0	5.0	10.0	0.0	0.0	0.0	0.0	10.0	16	95.5	4	22			
GLASGOW	AER LINGUS	S A	110	0	8	10.2	39.0	27.1	6.8	3.4	2.5	0.0	2.5	1.7	0.0	6.8	23	89.9	4	119			
GLASGOW	AER LINGUS	S D	110	0	8	1.7	33.1	34.7	12.7	3.4	3.4	0.0	1.7	2.5	0.0	6.8	26	90.8	5	119			
GLASGOW	RYANAIR	S A	88	0	7	23.2	42.1	13.7	8.4	3.2	1.1	0.0	1.1	0.0	0.0	7.4	8	94.6	3	93			
GLASGOW	RYANAIR	S D	88	0	7	0.0	38.9	28.4	10.5	10.5	0.0	2.1	1.1	1.1	0.0	7.4	18	91.4	4	93			
ISLE OF MAN	AER LINGUS	S A	46	0	4	22.0	40.0	14.0	4.0	4.0	6.0	0.0	2.0	0.0	0.0	8.0	15	0.0	0	0			



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
ISLE OF MAN	AER LINGUS	S D	46	0	4	6.0	46.0	22.0	4.0	4.0	8.0	0.0	2.0	0.0	0.0	8.0	17	0.0	0	0			
JERSEY	STOBART AIR	S A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
JERSEY	STOBART AIR	S D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
LEEDS BRADFORD	AER LINGUS	S A	49	0	8	3.5	43.9	26.3	1.8	0.0	7.0	0.0	3.5	0.0	0.0	14.0	21	81.7	7	58			
LEEDS BRADFORD	AER LINGUS	S D	48	0	9	0.0	36.8	24.6	7.0	5.3	7.0	0.0	1.8	1.8	0.0	15.8	27	81.7	8	58			
LEEDS BRADFORD	RYANAIR	S A	54	0	5	5.1	42.4	22.0	10.2	5.1	3.4	1.7	1.7	0.0	0.0	8.5	16	88.1	6	59			
LEEDS BRADFORD	RYANAIR	S D	54	0	5	0.0	30.5	44.1	5.1	3.4	1.7	3.4	1.7	1.7	0.0	8.5	23	94.9	5	59			
LEEDS BRADFORD	Unknown	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	102	0	6	5.6	52.8	18.5	7.4	6.5	1.9	0.9	0.9	0.0	0.0	5.6	11	92.7	4	110			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	103	0	6	1.8	28.4	47.7	11.9	1.8	1.8	0.0	0.9	0.0	0.0	5.5	10	88.2	5	110			
GATWICK	AER LINGUS	S A	160	0	9	20.1	33.1	23.1	6.5	6.5	1.8	3.0	0.6	0.0	0.0	5.3	13	84.4	6	176			
GATWICK	AER LINGUS	S D	160	0	12	0.0	35.5	29.1	11.0	9.9	3.5	2.3	1.7	0.0	0.0	7.0	21	79.8	10	176			
GATWICK	ENTER AIR	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1			
GATWICK	ENTER AIR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	RYANAIR	S A	221	0	10	10.8	43.3	28.1	8.7	3.5	0.4	0.9	0.0	0.0	0.0	4.3	7	92.6	4	242			
GATWICK	RYANAIR	S D	221	0	11	0.0	19.4	46.6	15.1	8.2	3.0	0.9	1.7	0.4	0.0	4.7	21	77.7	12	242			
GATWICK	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	124	0.0	0	0			
GATWICK	VISTAJET LTD MALTA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	90	1			
GATWICK	VISTAJET LTD MALTA	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
HEATHROW	AER LINGUS	S A	337	0	26	18.5	39.4	19.8	6.1	4.4	2.2	1.4	1.1	0.0	0.0	7.2	11	87.6	6	346			
HEATHROW	AER LINGUS	S D	336	0	26	0.6	55.2	22.4	5.5	3.3	3.0	1.9	0.8	0.0	0.0	7.2	12	90.2	4	346			
HEATHROW	BRITISH AIRWAYS PLC	S A	212	0	23	11.9	40.0	18.7	7.7	5.5	3.4	0.9	2.1	0.0	0.0	9.8	15	80.5	8	221			
HEATHROW	BRITISH AIRWAYS PLC	S D	213	0	23	0.0	28.4	37.3	12.7	6.8	3.4	1.3	0.4	0.0	0.0	9.7	15	86.9	7	221			
LONDON CITY	BA CITYFLYER LTD	S A	137	0	14	14.6	33.8	23.2	8.6	6.6	2.6	1.3	0.0	0.0	0.0	9.3	11	79.1	10	139			
LONDON CITY	BA CITYFLYER LTD	S D	138	0	14	0.0	43.4	28.3	8.6	5.9	3.9	0.7	0.0	0.0	0.0	9.2	11	77.1	12	140			
LONDON CITY	CITY JET	S A	162	0	17	11.2	33.0	27.9	9.5	7.8	1.1	0.0	0.0	0.0	0.0	9.5	9	78.2	13	179			
LONDON CITY	CITY JET	S D	161	0	17	0.0	28.7	37.6	12.9	6.7	3.9	0.6	0.0	0.0	0.0	9.6	14	67.4	23	178			
LUTON	CITY JET	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	2			
LUTON	CITY JET	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LUTON	RYANAIR	S	A	85	0	4	6.7	41.6	30.3	6.7	3.4	5.6	0.0	0.0	1.1	0.0	4.5	18	93.3	3	89		
LUTON	RYANAIR	S	D	85	0	4	0.0	22.5	57.3	9.0	3.4	1.1	0.0	1.1	1.1	0.0	4.5	18	91.0	4	89		
LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	RYANAIR	S	A	220	0	16	5.5	29.7	25.0	9.7	14.0	7.2	1.3	0.8	0.0	0.0	6.8	21	88.8	6	223		
STANSTED	RYANAIR	S	D	219	0	17	0.0	11.4	41.9	15.7	18.2	3.8	1.3	0.4	0.0	0.0	7.2	22	83.5	8	224		
MANCHESTER	AER LINGUS	S	A	152	0	15	4.2	40.1	27.5	7.8	6.6	1.2	1.8	1.2	0.6	0.0	9.0	18	90.1	4	161		
MANCHESTER	AER LINGUS	S	D	151	0	15	0.0	27.7	32.5	12.7	10.8	3.0	1.8	1.8	0.6	0.0	9.0	24	88.1	9	158		
MANCHESTER	AIR CONTRACTORS	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
MANCHESTER	AIR CONTRACTORS	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
MANCHESTER	RYANAIR	S	A	154	0	11	9.1	52.7	18.2	6.1	5.5	1.2	0.0	0.6	0.0	0.0	6.7	8	94.2	3	171		
MANCHESTER	RYANAIR	S	D	153	0	11	0.0	25.6	45.1	12.2	6.1	3.7	0.0	0.6	0.0	0.0	6.7	12	91.8	4	171		
MANCHESTER	STOBART AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
NEWCASTLE	AER LINGUS	S	A	29	0	2	0.0	67.7	16.1	3.2	0.0	0.0	3.2	0.0	3.2	0.0	6.5	22	87.1	8	70		
NEWCASTLE	AER LINGUS	S	D	29	0	2	0.0	38.7	41.9	3.2	3.2	0.0	3.2	0.0	3.2	0.0	6.5	26	84.3	10	70		
NEWCASTLE	RYANAIR	S	A	52	0	5	8.8	56.1	12.3	8.8	1.8	1.8	1.8	0.0	0.0	0.0	8.8	8	93.2	4	59		
NEWCASTLE	RYANAIR	S	D	52	0	5	0.0	19.3	49.1	14.0	5.3	1.8	0.0	1.8	0.0	0.0	8.8	14	89.7	6	58		
SOUTHAMPTON	FLYBE LTD	S	A	99	0	11	1.8	30.0	35.5	10.9	4.5	4.5	0.9	1.8	0.0	0.0	10.0	17	78.1	10	105		
SOUTHAMPTON	FLYBE LTD	S	D	102	0	9	0.0	27.0	48.6	4.5	8.1	2.7	0.0	0.9	0.0	0.0	8.1	12	86.8	8	106		
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	1440	0.0	0	0		
SOUTHEND	STOBART AIR	S	A	61	0	5	1.5	19.7	18.2	13.6	18.2	12.1	1.5	3.0	4.5	0.0	7.6	104	0.0	0	0		
SOUTHEND	STOBART AIR	S	D	62	0	5	4.5	34.3	26.9	7.5	10.4	4.5	1.5	3.0	0.0	0.0	7.5	22	0.0	0	0		
<b>TOTAL DUBLIN</b>				<b>6835</b>	<b>0</b>	<b>558</b>	<b>5.3</b>	<b>35.7</b>	<b>30.6</b>	<b>9.2</b>	<b>6.3</b>	<b>2.8</b>	<b>1.0</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>7.5</b>	<b>16</b>	<b>86.1</b>	<b>7</b>	<b>7227</b>		
DUBROVNIK																							
GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	14.3	42.9	35.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	14		
GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	5	14		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
GATWICK	SILK WAY AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
STANSTED	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											MAR 2017					
												NUMBER OF FLIGHTS											Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
		MANCHESTER	JET2.COM LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
		MANCHESTER	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	14	1						
<b>TOTAL DUBROVNIK</b>						<b>40</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>40.0</b>	<b>42.5</b>	<b>7.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>96.8</b>	<b>3</b>	<b>31</b>						
DUNDEE																												
		STANSTED	LOGANAIR LTD	S	A	46	0	2	12.5	45.8	27.1	6.3	2.1	2.1	0.0	0.0	0.0	0.0	4.2	6	86.0	7	50					
		STANSTED	LOGANAIR LTD	S	D	45	0	3	2.1	37.5	41.7	2.1	6.3	4.2	0.0	0.0	0.0	0.0	6.3	10	92.0	5	50					
<b>TOTAL DUNDEE</b>						<b>91</b>	<b>0</b>	<b>5</b>	<b>7.3</b>	<b>41.7</b>	<b>34.4</b>	<b>4.2</b>	<b>4.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>8</b>	<b>89.0</b>	<b>6</b>	<b>100</b>					
DURHAM TEES VALLEY																												
		ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	7	62						
		ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.0	8	61						
		ABERDEEN	FLYBE LTD	S	A	43	0	20	12.7	25.4	6.3	3.2	4.8	4.8	4.8	6.3	0.0	0.0	31.7	41	0.0	0	0					
		ABERDEEN	FLYBE LTD	S	D	44	0	13	1.8	22.8	17.5	7.0	8.8	12.3	5.3	1.8	0.0	0.0	22.8	37	0.0	0	0					
		ABERDEEN	LOGANAIR LTD	S	A	32	0	6	13.2	31.6	10.5	7.9	10.5	7.9	2.6	0.0	0.0	0.0	15.8	21	0.0	0	0					
		ABERDEEN	LOGANAIR LTD	S	D	31	0	6	0.0	35.1	24.3	5.4	8.1	10.8	0.0	0.0	0.0	0.0	16.2	18	0.0	0	0					
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1						
		LEEDS BRADFORD	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
		NEWCASTLE	EASTERN AIRWAYS	S	A	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0						
		NEWCASTLE	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1						
<b>TOTAL DURHAM TEES VALLEY</b>						<b>156</b>	<b>0</b>	<b>45</b>	<b>7.0</b>	<b>26.9</b>	<b>15.9</b>	<b>6.0</b>	<b>7.5</b>	<b>8.5</b>	<b>3.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>22.4</b>	<b>30</b>	<b>85.6</b>	<b>8</b>	<b>125</b>					
DUSSELDORF																												
		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	73	0	6	3.8	16.5	34.2	15.2	16.5	5.1	1.3	0.0	0.0	7.6	20	93.3	5	75						
		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	73	0	7	0.0	13.8	35.0	18.8	13.8	7.5	2.5	0.0	0.0	8.8	25	90.7	8	75						
		BIRMINGHAM	FLYBE LTD	S	A	99	0	2	5.9	38.6	26.7	6.9	10.9	5.9	1.0	2.0	0.0	0.0	2.0	21	83.3	10	117					
		BIRMINGHAM	FLYBE LTD	S	D	98	0	2	0.0	15.0	39.0	19.0	11.0	11.0	0.0	2.0	1.0	0.0	2.0	29	89.8	7	118					
		BIRMINGHAM	GAINJET AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
		BIRMINGHAM	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	6						
		BIRMINGHAM	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	6						
		BRISTOL	BMI REGIONAL	S	A	19	0	6	8.0	40.0	8.0	4.0	16.0	0.0	0.0	0.0	0.0	24.0	12	63.9	21	36						
		BRISTOL	BMI REGIONAL	S	D	19	0	6	0.0	8.0	36.0	12.0	16.0	4.0	0.0	0.0	0.0	0.0	24.0	18	52.8	24	36					
		CARDIFF WALES	FLYBE LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
		CARDIFF WALES	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0						
		EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	10	0	0	10.0	30.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	2						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	EUROWINGS LUFTVERKEHRS	S D	10	0	0	0.0	10.0	60.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	20	2		
EDINBURGH	GERMANWINGS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
EDINBURGH	GERMANWINGS	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
GLASGOW	EUROWINGS LUFTVERKEHRS	S A	28	0	1	0.0	24.1	6.9	17.2	31.0	17.2	0.0	0.0	0.0	0.0	3.4	33	84.2	9	19			
GLASGOW	EUROWINGS LUFTVERKEHRS	S D	28	0	1	0.0	13.8	20.7	24.1	17.2	20.7	0.0	0.0	0.0	0.0	3.4	33	78.9	10	19			
GLASGOW	GERMANWINGS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1			
GLASGOW	GERMANWINGS	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1			
LEEDS BRADFORD	FLYBE LTD	S A	22	0	4	19.2	57.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15.4	9	0.0	0	0			
LEEDS BRADFORD	FLYBE LTD	S D	21	0	5	0.0	65.4	7.7	0.0	3.8	3.8	0.0	0.0	0.0	0.0	19.2	7	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	4	27			
LEEDS BRADFORD	JET2.COM LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.3	1	27			
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S A	171	0	11	25.8	36.8	19.8	4.4	4.4	1.6	1.1	0.0	0.0	0.0	6.0	8	88.0	5	167			
HEATHROW	BRITISH AIRWAYS PLC	S D	171	0	11	0.0	42.3	36.3	7.1	5.5	2.2	0.5	0.0	0.0	0.0	6.0	9	91.0	5	167			
HEATHROW	EUROWINGS LUFTVERKEHRS	S A	114	0	6	8.3	35.8	25.8	10.8	8.3	5.0	0.8	0.0	0.0	0.0	5.0	13	78.7	10	89			
HEATHROW	EUROWINGS LUFTVERKEHRS	S D	114	0	6	0.0	25.8	36.7	16.7	9.2	4.2	1.7	0.8	0.0	0.0	5.0	19	73.0	13	89			
HEATHROW	GERMANWINGS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	5	31			
HEATHROW	GERMANWINGS	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	8	31			
LONDON CITY	BA CITYFLYER LTD	S A	90	0	3	9.7	45.2	18.3	8.6	10.8	2.2	1.1	1.1	0.0	0.0	3.2	14	84.9	11	93			
LONDON CITY	BA CITYFLYER LTD	S D	90	0	3	0.0	50.5	17.2	12.9	11.8	2.2	1.1	1.1	0.0	0.0	3.2	14	72.3	16	94			
LONDON CITY	FLYBE LTD	S A	61	0	7	5.9	51.5	14.7	7.4	5.9	4.4	0.0	0.0	0.0	0.0	10.3	9	86.8	8	76			
LONDON CITY	FLYBE LTD	S D	61	0	8	1.4	31.9	27.5	13.0	10.1	4.3	0.0	0.0	0.0	0.0	11.6	14	70.7	18	75			
STANSTED	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1				
STANSTED	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1				
MANCHESTER	EUROWINGS LUFTVERKEHRS	S A	78	0	1	0.0	24.1	31.6	15.2	22.8	3.8	0.0	1.3	0.0	0.0	1.3	23	87.3	8	71			
MANCHESTER	EUROWINGS LUFTVERKEHRS	S D	78	0	1	1.3	12.7	40.5	11.4	25.3	6.3	0.0	1.3	0.0	0.0	1.3	25	87.3	8	71			
MANCHESTER	FLYBE LTD	S A	76	0	5	8.6	39.5	27.2	7.4	7.4	2.5	1.2	0.0	0.0	0.0	6.2	10	85.2	9	81			
MANCHESTER	FLYBE LTD	S D	73	0	5	0.0	15.4	62.8	6.4	7.7	0.0	1.3	0.0	0.0	0.0	6.4	9	85.2	11	81			
MANCHESTER	GERMANWINGS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	6				

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	6		
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	23	0	0	4.3	8.7	26.1	17.4	39.1	4.3	0.0	0.0	0.0	0.0	25	80.0	10	15		
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	23	0	0	0.0	4.3	26.1	8.7	43.5	13.0	0.0	4.3	0.0	0.0	48	86.7	14	15		
	NEWCASTLE	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	9	12		
	NEWCASTLE	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	12		
	SOUTHAMPTON	FLYBE LTD	S	A	23	0	3	15.4	50.0	19.2	0.0	0.0	3.8	0.0	0.0	0.0	11.5	4	96.2	2	26		
	SOUTHAMPTON	FLYBE LTD	S	D	23	0	3	0.0	34.6	38.5	7.7	7.7	0.0	0.0	0.0	0.0	11.5	8	92.9	3	28		
	SOUTHEND	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
<b>TOTAL DUSSELDORF</b>					<b>1773</b>	<b>0</b>	<b>113</b>	<b>5.4</b>	<b>31.8</b>	<b>29.1</b>	<b>10.6</b>	<b>11.4</b>	<b>4.5</b>	<b>0.7</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>6.0</b>	<b>16</b>	<b>84.2</b>	<b>9</b>	<b>1908</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EAST MIDLANDS INTERNATIONAL	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	92	0	3	7.4	56.8	20.0	3.2	2.1	5.3	2.1	0.0	0.0	0.0	3.2	10	95.7	4	93	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	92	0	3	0.0	45.3	38.9	5.3	2.1	4.2	1.1	0.0	0.0	0.0	3.2	8	94.6	3	93	
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	108	1	
	BIRMINGHAM	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
	BIRMINGHAM	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	FLYBE LTD	S	A	68	0	7	8.0	45.3	18.7	10.7	5.3	1.3	0.0	1.3	0.0	0.0	9.3	10	88.9	9	81	
	EDINBURGH	FLYBE LTD	S	D	68	0	7	0.0	42.7	36.0	2.7	6.7	1.3	1.3	0.0	0.0	0.0	9.3	9	84.0	9	81	
	EDINBURGH	TUI AIRWAYS LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GLASGOW	CITY JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1	
	GLASGOW	FLYBE LTD	S	A	67	0	6	1.4	45.2	23.3	8.2	5.5	6.8	1.4	0.0	0.0	0.0	8.2	14	83.0	13	88	
	GLASGOW	FLYBE LTD	S	D	68	0	5	0.0	35.6	41.1	2.7	6.8	6.8	0.0	0.0	0.0	0.0	6.8	12	85.2	13	88	
	JERSEY	FLYBE LTD	S	A	24	0	1	0.0	44.0	28.0	8.0	4.0	8.0	4.0	0.0	0.0	0.0	4.0	17	63.3	14	26	
	JERSEY	FLYBE LTD	S	D	23	0	2	0.0	36.0	36.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	8.0	9	56.7	17	26	
	GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
	GATWICK	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1	
	GATWICK	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
	GATWICK	EASTERN AIRWAYS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	2	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	18	3	
	MANCHESTER	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>512</b>	<b>0</b>	<b>35</b>	<b>2.6</b>	<b>44.6</b>	<b>29.8</b>	<b>5.9</b>	<b>5.3</b>	<b>4.2</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>11</b>	<b>84.3</b>	<b>9</b>	<b>588</b>
	EDINBURGH	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	113	0	9	8.2	38.5	35.2	1.6	4.1	4.1	0.8	0.0	0.0	7.4	9	85.1	8	134	
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	112	1	9	0.0	45.1	36.9	1.6	3.3	3.3	1.6	0.0	0.0	0.8	7.4	9	86.4	7	132

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST CITY (GEORGE BEST)	STOBART AIR	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S A	91	0	8	13.1	32.3	23.2	16.2	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8.1	8	75.0	11	96		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S D	91	0	8	8.1	19.2	42.4	9.1	12.1	1.0	0.0	0.0	0.0	0.0	0.0	8.1	10	78.1	11	96		
BIRMINGHAM	BRITISH AIRWAYS PLC	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	31	1		
BIRMINGHAM	BRITISH AIRWAYS PLC	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	94	0.0	0	0		
BIRMINGHAM	FLYBE LTD	S A	170	0	15	3.2	48.6	23.8	7.0	3.2	2.2	2.7	1.1	0.0	0.0	8.1	13	82.6	13	195			
BIRMINGHAM	FLYBE LTD	S D	171	0	17	0.0	20.7	45.7	9.6	6.4	5.3	2.1	1.1	0.0	0.0	9.0	21	78.8	14	193			
BIRMINGHAM	JET2.COM LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BIRMINGHAM	JET2.COM LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1			
BIRMINGHAM	JET2.COM LTD	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	102	0	14	1.7	30.2	31.9	6.0	6.9	10.3	0.0	0.9	0.0	0.0	12.1	20	72.9	14	118			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	103	0	14	0.0	33.3	30.8	7.7	4.3	10.3	0.9	0.9	0.0	0.0	12.0	19	85.7	9	119			
BRISTOL	FLYBE LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1			
CARDIFF WALES	EASTERN AIRWAYS	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
CARDIFF WALES	EASTERN AIRWAYS	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
CARDIFF WALES	FLYBE LTD	S A	48	0	5	3.8	39.6	30.2	5.7	5.7	3.8	0.0	1.9	0.0	0.0	9.4	15	81.8	11	53			
CARDIFF WALES	FLYBE LTD	S D	48	0	5	0.0	37.7	37.7	5.7	5.7	1.9	0.0	1.9	0.0	0.0	9.4	13	83.6	10	54			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	68	0	7	8.0	42.7	28.0	2.7	5.3	4.0	0.0	0.0	0.0	0.0	9.3	8	84.0	8	81			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	68	0	7	1.3	33.3	38.7	6.7	8.0	1.3	0.0	1.3	0.0	0.0	9.3	11	87.7	10	81			
EXETER	FLYBE LTD	S A	28	0	2	10.0	30.0	30.0	0.0	16.7	3.3	0.0	3.3	0.0	0.0	6.7	20	77.4	13	31			
EXETER	FLYBE LTD	S D	28	0	2	0.0	16.7	53.3	6.7	10.0	6.7	0.0	0.0	0.0	0.0	6.7	16	83.9	13	31			
GLASGOW	BRITISH AIRWAYS PLC	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1			
GLASGOW	LOGANAIR LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
GLASGOW	LOGANAIR LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	1			
ISLE OF MAN	LOGANAIR LTD	S A	8	0	1	0.0	44.4	11.1	0.0	22.2	0.0	11.1	0.0	0.0	0.0	11.1	27	0.0	0	0			
ISLE OF MAN	LOGANAIR LTD	S D	8	0	1	0.0	44.4	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	11.1	23	0.0	0	0			
JERSEY	EASYJET AIRLINE COMPANY LTD	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0			
JERSEY	EASYJET AIRLINE COMPANY LTD	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S A	98	0	3	24.8	38.6	14.9	6.9	5.9	4.0	1.0	1.0	0.0	0.0	3.0	12	81.6	6	99			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: E

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PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	BRITISH AIRWAYS PLC	S	D	101	0	1	0.0	55.9	26.5	2.9	7.8	4.9	0.0	1.0	0.0	0.0	1.0	12	83.5	7	100	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	113	0	8	14.9	36.4	24.0	4.1	8.3	4.1	0.0	1.7	0.0	0.0	6.6	15	70.5	17	129	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	113	0	5	0.0	34.7	39.0	11.9	5.1	4.2	0.0	0.8	0.0	0.0	4.2	12	73.1	17	129	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	272	0	22	16.0	43.2	21.1	3.4	3.7	3.4	1.7	0.0	0.0	0.0	7.5	10	85.4	7	301	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	274	0	21	0.0	39.0	38.0	7.5	3.1	4.7	0.3	0.3	0.0	0.0	7.1	10	88.8	6	303	
	HEATHROW	FLYBE LTD	S	A	104	0	8	9.8	42.0	30.4	4.5	4.5	0.0	1.8	0.0	0.0	0.0	7.1	8	87.0	6	23	
	HEATHROW	FLYBE LTD	S	D	103	0	8	0.0	47.7	34.2	4.5	3.6	1.8	0.9	0.0	0.0	0.0	7.2	8	91.3	4	23	
	LONDON CITY	BA CITYFLYER LTD	S	A	206	0	18	9.8	40.2	29.5	7.6	2.2	2.2	0.4	0.0	0.0	0.0	8.0	7	78.7	13	258	
	LONDON CITY	BA CITYFLYER LTD	S	D	210	0	18	0.0	49.6	26.8	7.9	4.4	3.1	0.0	0.0	0.4	0.0	7.9	11	78.5	12	260	
	LONDON CITY	FLYBE LTD	S	A	92	0	10	8.8	39.2	32.4	2.0	4.9	2.0	0.0	1.0	0.0	0.0	9.8	9	81.4	10	129	
	LONDON CITY	FLYBE LTD	S	D	91	0	13	0.0	36.5	32.7	8.7	4.8	2.9	1.0	1.0	0.0	0.0	12.5	14	70.0	18	130	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	88	0	7	7.4	30.5	21.1	15.8	12.6	4.2	1.1	0.0	0.0	0.0	7.4	16	70.5	15	95	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	88	0	7	0.0	24.2	32.6	17.9	10.5	6.3	0.0	1.1	0.0	0.0	7.4	20	65.3	20	95	
	LUTON	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	STANSTED	AUSTRIAN AIRLINES	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	103	0	11	9.6	32.5	27.2	7.0	8.8	3.5	1.8	0.0	0.0	0.0	9.6	14	72.9	12	118	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	102	0	12	0.9	28.1	35.1	8.8	8.8	7.0	0.9	0.0	0.0	0.0	10.5	17	72.0	15	118	
	STANSTED	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1		
	STANSTED	RYANAIR	S	A	24	0	2	0.0	15.4	30.8	23.1	23.1	0.0	0.0	0.0	0.0	0.0	7.7	20	85.6	6	118	
	STANSTED	RYANAIR	S	D	24	0	2	0.0	0.0	11.5	19.2	42.3	19.2	0.0	0.0	0.0	0.0	7.7	43	72.6	11	117	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	MANCHESTER	FLYBE LTD	S	A	84	0	8	0.0	41.3	42.4	3.3	1.1	2.2	0.0	1.1	0.0	0.0	8.7	9	89.7	9	87	
	MANCHESTER	FLYBE LTD	S	D	84	0	8	0.0	25.0	54.3	2.2	5.4	2.2	1.1	1.1	0.0	0.0	8.7	11	79.3	16	87	
	MANCHESTER	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0		
	SOUTHAMPTON	FLYBE LTD	S	A	121	0	10	3.1	48.9	28.2	7.6	3.8	0.8	0.0	0.0	0.0	0.0	7.6	5	81.4	11	145	
	SOUTHAMPTON	FLYBE LTD	S	D	119	0	12	0.8	42.7	32.1	11.5	3.1	0.8	0.0	0.0	0.0	0.0	9.2	6	73.1	15	145	
	SOUTHEND	FLYBE LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL EDINBURGH</b>					<b>3882</b>	<b>1</b>	<b>338</b>	<b>4.9</b>	<b>37.6</b>	<b>31.5</b>	<b>7.1</b>	<b>5.9</b>	<b>3.7</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>12</b>	<b>79.7</b>	<b>11</b>	<b>4434</b>	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: E																	MAR 2017				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EINDHOVEN																							
	EDINBURGH	RYANAIR	S	A	12	0	1	7.7	69.2	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7.7	3	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	12	0	1	0.0	38.5	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	2	0.0	0	0	
	STANSTED	RYANAIR	S	A	73	0	4	7.8	40.3	16.9	13.0	11.7	2.6	0.0	2.6	0.0	0.0	5.2	19	92.5	6	80	
	STANSTED	RYANAIR	S	D	73	0	2	0.0	5.3	40.0	21.3	18.7	9.3	0.0	2.7	0.0	0.0	2.7	30	90.0	8	80	
	MANCHESTER	RYANAIR	S	A	21	0	0	0.0	28.6	14.3	28.6	14.3	9.5	4.8	0.0	0.0	0.0	0.0	29	81.8	10	22	
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	0.0	71.4	14.3	4.8	9.5	0.0	0.0	0.0	0.0	0.0	19	77.3	6	22	
<b>TOTAL EINDHOVEN</b>					<b>212</b>	<b>0</b>	<b>8</b>	<b>3.2</b>	<b>25.0</b>	<b>31.4</b>	<b>16.4</b>	<b>12.3</b>	<b>5.9</b>	<b>0.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>22</b>	<b>88.7</b>	<b>7</b>	<b>204</b>	
ENFIDHA - HAMMAMET INTL																							
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>46.2</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ENONTEKIO																							
	EAST MIDLANDS INTERNATIONAL	ENTER AIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	GATWICK	ENTER AIR	C	D	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0	
	MANCHESTER	ENTER AIR	C	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
	MANCHESTER	ENTER AIR	C	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	81	0.0	0	0	
	NEWCASTLE	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	NEWCASTLE	ENTER AIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ENONTEKIO</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ERBIL INTERNATIONAL																							
	GATWICK	IRAQI AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ERBIL INTERNATIONAL</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ESBJERG																							
	ABERDEEN	BMI REGIONAL	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	87.0	8	23	
	ABERDEEN	BMI REGIONAL	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	87.0	8	23	
<b>TOTAL ESBJERG</b>					<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>87.0</b>	<b>8</b>	<b>46</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: E																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ESSAOUIRA	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	7	0	2	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22.2	4	75.0	23	8
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	0.0	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	12	100.0	4	8
<b>TOTAL ESSAOUIRA</b>					<b>15</b>	<b>0</b>	<b>3</b>	<b>16.7</b>	<b>11.1</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>8</b>	<b>87.5</b>	<b>13</b>	<b>16</b>
EXETER	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	18	0	3	14.3	23.8	23.8	19.0	4.8	0.0	0.0	0.0	0.0	0.0	14.3	9	85.0	8	20
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	19	0	3	0.0	22.7	50.0	9.1	4.5	0.0	0.0	0.0	0.0	0.0	13.6	6	85.0	6	20
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	0.0	0.0	60.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	41	100.0	0	1
	BRISTOL	BMI REGIONAL	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	18	1
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	159	1
	EDINBURGH	FLYBE LTD	S	A	28	0	3	3.2	29.0	32.3	9.7	16.1	0.0	0.0	0.0	0.0	0.0	9.7	14	87.1	13	31
	EDINBURGH	FLYBE LTD	S	D	28	0	3	0.0	25.8	35.5	6.5	12.9	6.5	0.0	3.2	0.0	0.0	9.7	22	71.0	17	31
	GLASGOW	FLYBE LTD	S	A	18	0	3	0.0	47.6	19.0	9.5	9.5	0.0	0.0	0.0	0.0	0.0	14.3	9	82.6	14	23
	GLASGOW	FLYBE LTD	S	D	18	0	3	0.0	19.0	47.6	19.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	8	78.3	12	23
	JERSEY	BLUE ISLANDS LIMITED	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	JERSEY	FLYBE LTD	S	A	14	0	3	0.0	41.2	29.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	17.6	9	80.4	9	49
	JERSEY	FLYBE LTD	S	D	38	0	4	0.0	19.0	45.2	2.4	11.9	4.8	4.8	2.4	0.0	0.0	9.5	27	64.0	27	50
	GATWICK	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	1
	HEATHROW	FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	HEATHROW	FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
	LONDON CITY	FLYBE LTD	S	A	26	0	5	22.6	32.3	22.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	16.1	3	90.0	12	30
	LONDON CITY	FLYBE LTD	S	D	27	0	4	0.0	48.4	25.8	0.0	6.5	3.2	3.2	0.0	0.0	0.0	12.9	15	96.7	5	30
	MANCHESTER	FLYBE LTD	S	A	69	0	10	0.0	50.6	27.8	6.3	2.5	0.0	0.0	0.0	0.0	0.0	12.7	5	88.5	7	87
	MANCHESTER	FLYBE LTD	S	D	69	0	10	0.0	25.3	51.9	5.1	3.8	1.3	0.0	0.0	0.0	0.0	12.7	6	87.4	8	87
	NEWCASTLE	FLYBE LTD	S	A	24	0	3	0.0	29.6	44.4	3.7	3.7	7.4	0.0	0.0	0.0	0.0	11.1	15	87.5	6	24
	NEWCASTLE	FLYBE LTD	S	D	25	0	3	0.0	7.1	46.4	21.4	3.6	3.6	3.6	3.6	0.0	0.0	10.7	31	79.2	11	24
<b>TOTAL EXETER</b>					<b>431</b>	<b>0</b>	<b>63</b>	<b>2.6</b>	<b>30.8</b>	<b>36.6</b>	<b>7.5</b>	<b>6.3</b>	<b>1.8</b>	<b>1.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>12.8</b>	<b>13</b>	<b>82.9</b>	<b>11</b>	<b>536</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: F																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FAGERNES/LEIRIN		GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL FAGERNES/LEIRIN</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
FARNBOROUGH		BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
		BELFAST CITY (GEORGE BEST)	TAG AVIATION (UK) LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
		BELFAST INTERNATIONAL	AIR X CHARTER	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
		BELFAST INTERNATIONAL	AIR X CHARTER	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
		BELFAST INTERNATIONAL	VISTAJET LTD MALTA	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
		BRISTOL	BMI REGIONAL	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
		GATWICK	VISTAJET LTD MALTA	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
		GATWICK	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL FARNBOROUGH</b>						<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>60.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.0</b>	<b>9</b>	<b>3</b>
FARO		ABERDEEN	RYANAIR	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
		ABERDEEN	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1
		BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	27.8	16.7	38.9	5.6	0.0	5.6	5.6	0.0	0.0	0.0	16	62.5	20	16
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	15.8	10.5	52.6	10.5	5.3	5.3	0.0	0.0	0.0	0.0	11	68.8	11	16
		BELFAST INTERNATIONAL	JET2.COM LTD	S	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
		BELFAST INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
		BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
		BIRMINGHAM	JET2.COM LTD	S	A	21	0	0	23.8	47.6	19.0	4.8	0.0	0.0	0.0	4.8	0.0	0.0	32	100.0	0	1
		BIRMINGHAM	JET2.COM LTD	S	D	20	0	0	0.0	15.0	70.0	10.0	0.0	0.0	0.0	5.0	0.0	0.0	39	100.0	0	1
		BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	16	16
		BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	16
		BIRMINGHAM	RYANAIR	S	A	14	0	0	21.4	42.9	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	4	13
		BIRMINGHAM	RYANAIR	S	D	14	0	1	0.0	6.7	53.3	13.3	13.3	0.0	6.7	0.0	0.0	6.7	24	69.2	18	13
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
BOURNEMOUTH	RYANAIR	S A	11	0	0	9.1	36.4	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.9	10	11			
BOURNEMOUTH	RYANAIR	S D	11	0	0	0.0	18.2	36.4	27.3	18.2	0.0	0.0	0.0	0.0	0.0	0.0	14	72.7	20	11			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	35	0	3	7.9	31.6	31.6	7.9	2.6	5.3	2.6	0.0	2.6	0.0	7.9	37	72.2	8	36			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	35	0	3	0.0	5.3	63.2	13.2	5.3	0.0	2.6	0.0	2.6	0.0	7.9	27	73.0	16	37			
BRISTOL	RYANAIR	S A	16	0	1	5.9	52.9	17.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	5.9	13	81.3	13	16			
BRISTOL	RYANAIR	S D	17	0	1	0.0	16.7	55.6	0.0	16.7	5.6	0.0	0.0	0.0	0.0	5.6	14	81.3	13	16			
CARDIFF WALES	FLYBE LTD	S A	10	0	1	9.1	18.2	36.4	9.1	0.0	18.2	0.0	0.0	0.0	0.0	9.1	22	58.3	18	12			
CARDIFF WALES	FLYBE LTD	S D	10	0	1	0.0	9.1	45.5	18.2	9.1	9.1	0.0	0.0	0.0	0.0	9.1	23	66.7	15	12			
CARDIFF WALES	RYANAIR	S A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	2			
CARDIFF WALES	RYANAIR	S D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	0	2			
DONCASTER SHEFFIELD	FLYBE LTD	S A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	2			
DONCASTER SHEFFIELD	FLYBE LTD	S D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	5	2			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	14	0	1	20.0	20.0	20.0	13.3	13.3	0.0	0.0	0.0	6.7	0.0	6.7	37	88.9	3	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	15	0	0	0.0	53.3	26.7	6.7	0.0	6.7	0.0	0.0	6.7	0.0	0.0	33	88.9	8	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	19	0	0	0.0	21.1	36.8	26.3	15.8	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	10	18			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	19	0	0	0.0	5.3	73.7	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	6	18			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	200	1			
EDINBURGH	JET2.COM LTD	S A	11	0	1	16.7	25.0	41.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	6	90.0	4	10			
EDINBURGH	JET2.COM LTD	S D	11	0	1	0.0	41.7	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	3	80.0	7	10			
EDINBURGH	RYANAIR	S A	11	0	0	18.2	36.4	9.1	18.2	9.1	0.0	9.1	0.0	0.0	0.0	0.0	19	81.8	17	11			
EDINBURGH	RYANAIR	S D	11	0	0	0.0	18.2	27.3	36.4	9.1	0.0	9.1	0.0	0.0	0.0	0.0	27	72.7	29	11			
EXETER	FLYBE LTD	S A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1			
EXETER	FLYBE LTD	S D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	47	100.0	0	1			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	12	0	1	0.0	23.1	15.4	7.7	15.4	23.1	0.0	7.7	0.0	0.0	7.7	56	66.7	19	12			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	12	0	1	0.0	7.7	30.8	7.7	7.7	38.5	0.0	0.0	0.0	0.0	7.7	48	50.0	24	12			
GLASGOW	JET2.COM LTD	S A	9	0	1	20.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	4	88.9	4	9			
GLASGOW	JET2.COM LTD	S D	9	0	1	0.0	50.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	6	88.9	3	9			
LEEDS BRADFORD	JET2.COM LTD	S A	14	0	3	5.9	35.3	11.8	5.9	11.8	5.9	0.0	5.9	0.0	0.0	17.6	32	77.8	28	18			
LEEDS BRADFORD	JET2.COM LTD	S D	15	0	1	0.0	25.0	31.3	12.5	6.3	6.3	6.3	6.3	0.0	0.0	6.3	36	83.3	8	18			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: F												MARCH 2017									
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
LEEDS BRADFORD	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	9						
LEEDS BRADFORD	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9						
LEEDS BRADFORD	RYANAIR	S	A	12	0	1	23.1	0.0	30.8	15.4	7.7	7.7	7.7	0.0	0.0	0.0	7.7	28	91.7	6	12						
LEEDS BRADFORD	RYANAIR	S	D	12	0	1	0.0	15.4	46.2	15.4	0.0	0.0	15.4	0.0	0.0	0.0	7.7	27	91.7	5	12						
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	23.8	38.1	23.8	0.0	9.5	0.0	4.8	0.0	0.0	0.0	0.0	14	71.4	30	21						
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	68.2	27.3	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	8	21						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	14	0	1	20.0	53.3	6.7	0.0	13.3	0.0	0.0	0.0	0.0	0.0	6.7	5	84.6	12	13						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	69.2	16	13						
GATWICK	BRITISH AIRWAYS PLC	S	A	51	0	0	33.3	33.3	17.6	3.9	5.9	2.0	2.0	0.0	2.0	0.0	0.0	25	83.8	13	37						
GATWICK	BRITISH AIRWAYS PLC	S	D	50	0	0	0.0	16.0	64.0	10.0	4.0	4.0	0.0	2.0	0.0	0.0	0.0	15	73.0	17	37						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	74	0	0	17.6	31.1	27.0	13.5	5.4	4.1	0.0	1.4	0.0	0.0	0.0	13	73.9	13	69						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	0.0	21.6	54.1	9.5	8.1	4.1	0.0	2.7	0.0	0.0	0.0	19	76.8	14	69						
GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.0	9	20						
GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	20						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	2						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	2						
GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0						
HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1						
HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	8	1						
LONDON CITY	SUN AIR OF SCANDINAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	23.4	25.5	23.4	8.5	8.5	10.6	0.0	0.0	0.0	0.0	0.0	17	75.7	13	37						
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	47	0	0	0.0	17.0	51.1	10.6	10.6	8.5	0.0	2.1	0.0	0.0	0.0	21	89.2	7	37						
LUTON	ITALI AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	7	11						
LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	8	11						
LUTON	RYANAIR	S	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LUTON	RYANAIR	S D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
STANSTED	JET2.COM LTD	S A	20	0	0	0.0	55.0	30.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	6	1			
STANSTED	JET2.COM LTD	S D	20	0	0	0.0	15.0	75.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	1			
STANSTED	RYANAIR	S A	36	0	2	13.2	26.3	31.6	13.2	7.9	0.0	2.6	0.0	0.0	0.0	5.3	12	76.3	20	38			
STANSTED	RYANAIR	S D	36	0	2	0.0	0.0	36.8	34.2	13.2	7.9	2.6	0.0	0.0	0.0	5.3	28	65.8	17	38			
MANCHESTER	JET2.COM LTD	S A	27	0	0	22.2	22.2	48.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	29	14			
MANCHESTER	JET2.COM LTD	S D	25	0	0	0.0	36.0	44.0	4.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	12	92.9	7	14			
MANCHESTER	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	9	32			
MANCHESTER	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.9	5	32			
MANCHESTER	RYANAIR	S A	32	0	0	12.5	40.6	28.1	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	93.1	6	29			
MANCHESTER	RYANAIR	S D	32	0	0	0.0	12.5	40.6	25.0	21.9	0.0	0.0	0.0	0.0	0.0	0.0	17	86.2	13	29			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
MANCHESTER	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	90	0.0	0	0			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	12	0	0	8.3	16.7	25.0	8.3	25.0	8.3	8.3	0.0	0.0	0.0	0.0	37	83.3	10	12			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	12	0	0	0.0	8.3	25.0	8.3	41.7	16.7	0.0	0.0	0.0	0.0	0.0	35	83.3	13	12			
NEWCASTLE	JET2.COM LTD	S A	11	0	0	27.3	27.3	36.4	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	12	88.9	2	9			
NEWCASTLE	JET2.COM LTD	S D	11	0	0	0.0	36.4	36.4	9.1	9.1	0.0	9.1	0.0	0.0	0.0	0.0	19	77.8	13	9			
NEWCASTLE	RYANAIR	S A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	4			
NEWCASTLE	RYANAIR	S D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	1	4			
SOUTHAMPTON	FLYBE LTD	S A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	36	9			
SOUTHAMPTON	FLYBE LTD	S D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	36	9			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S A	17	0	1	38.9	38.9	5.6	0.0	5.6	5.6	0.0	0.0	0.0	0.0	5.6	9	77.8	25	17			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S D	17	0	1	0.0	38.9	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	5.6	6	88.9	26	18			
<b>TOTAL FARO</b>			<b>1248</b>	<b>0</b>	<b>31</b>	<b>8.9</b>	<b>26.2</b>	<b>37.8</b>	<b>10.7</b>	<b>7.5</b>	<b>3.9</b>	<b>1.3</b>	<b>0.6</b>	<b>0.5</b>	<b>0.0</b>	<b>2.4</b>	<b>18</b>	<b>79.1</b>	<b>13</b>	<b>1228</b>			
FEZ																							
GATWICK	AIR ARABIA MAROC	S A	9	0	0	11.1	55.6	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
GATWICK	AIR ARABIA MAROC	S D	9	0	0	11.1	44.4	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
STANSTED	RYANAIR	S A	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	9			
STANSTED	RYANAIR	S D	8	0	0	0.0	0.0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	45	33.3	31	9			
<b>TOTAL FEZ</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>38.2</b>	<b>23.5</b>	<b>5.9</b>	<b>17.6</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>61.1</b>	<b>18</b>	<b>18</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: F		PERCENTAGE OF FLIGHTS LATE													MAR 2017			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
FLORENCE																								
	GATWICK	VUELING AIRLINES	S	A	36	0	0	33.3	38.9	5.6	11.1	8.3	2.8	0.0	0.0	0.0	0.0	0.0	8	76.7	23	30		
	GATWICK	VUELING AIRLINES	S	D	36	0	0	0.0	38.9	25.0	13.9	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	71.0	30	31		
	LONDON CITY	BA CITYFLYER LTD	S	A	31	0	3	11.8	29.4	29.4	0.0	17.6	0.0	0.0	2.9	0.0	0.0	8.8	18	78.6	15	28		
	LONDON CITY	BA CITYFLYER LTD	S	D	33	0	2	0.0	28.6	34.3	20.0	8.6	0.0	0.0	2.9	0.0	0.0	5.7	17	82.8	13	29		
	LONDON CITY	CITY JET	S	A	6	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.9	33	23			
	LONDON CITY	CITY JET	S	D	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	22	24			
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	LUTON	VUELING AIRLINES	S	A	10	0	0	40.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	LUTON	VUELING AIRLINES	S	D	10	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
<b>TOTAL FLORENCE</b>					<b>169</b>	<b>0</b>	<b>5</b>	<b>13.8</b>	<b>34.5</b>	<b>24.1</b>	<b>10.3</b>	<b>10.3</b>	<b>2.9</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>13</b>	<b>75.3</b>	<b>22</b>	<b>166</b>		
FORT LAUDERDALE																								
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	1	0.0	53.8	7.7	15.4	15.4	0.0	0.0	0.0	0.0	0.0	7.7	13	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	61.5	15.4	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	15	0	0	6.7	20.0	26.7	26.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	22	75.0	9	12		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	14	0	0	0.0	7.1	64.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	18	83.3	9	12		
	GATWICK	NORWEGIAN AIR UK LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
	GATWICK	NORWEGIAN AIR UK LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
<b>TOTAL FORT LAUDERDALE</b>					<b>58</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>32.2</b>	<b>30.5</b>	<b>18.6</b>	<b>6.8</b>	<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>17</b>	<b>79.2</b>	<b>9</b>	<b>24</b>		
FRANKFURT MAIN																								
	ABERDEEN	LUFTHANSA	S	A	45	0	2	17.0	38.3	19.1	6.4	8.5	2.1	4.3	0.0	0.0	0.0	4.3	15	83.1	10	59		
	ABERDEEN	LUFTHANSA	S	D	45	0	3	2.1	41.7	31.3	12.5	4.2	2.1	0.0	0.0	0.0	0.0	6.3	8	93.2	3	59		
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
	BIRMINGHAM	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1		
	BIRMINGHAM	LUFTHANSA	S	A	117	0	5	0.8	33.6	41.0	13.1	4.1	1.6	0.8	0.8	0.0	0.0	4.1	12	95.2	4	124		
	BIRMINGHAM	LUFTHANSA	S	D	117	0	6	0.0	20.3	49.6	12.2	5.7	3.3	1.6	2.4	0.0	0.0	4.9	20	91.1	5	124		
	BRISTOL	BMI REGIONAL	S	A	67	0	12	0.0	31.6	30.4	5.1	6.3	5.1	3.8	2.5	0.0	0.0	15.2	28	54.9	23	81		
	BRISTOL	BMI REGIONAL	S	D	67	0	11	1.3	32.1	35.9	2.6	3.8	3.8	2.6	3.8	0.0	0.0	14.1	22	78.8	12	80		
	CARDIFF WALES	BMI REGIONAL	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
	EDINBURGH	LUFTHANSA	S	A	52	0	3	0.0	30.9	21.8	25.5	9.1	5.5	1.8	0.0	0.0	0.0	5.5	19	78.6	9	56		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	LUFTHANSA	S	D	51	0	4	0.0	29.1	23.6	23.6	10.9	5.5	0.0	0.0	0.0	0.0	7.3	18	85.5	6	55	
	GLASGOW	LUFTHANSA	S	A	6	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	GLASGOW	LUFTHANSA	S	D	6	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	GLASGOW	RYANAIR	S	A	26	0	1	3.7	59.3	25.9	3.7	3.7	0.0	0.0	0.0	0.0	0.0	3.7	4	0.0	0	0	
	GLASGOW	RYANAIR	S	D	26	0	1	0.0	37.0	40.7	11.1	0.0	7.4	0.0	0.0	0.0	0.0	3.7	11	0.0	0	0	
	GATWICK	LUFTHANSA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	188	0	12	11.5	38.5	27.0	8.5	5.5	3.0	0.0	0.0	0.0	0.0	6.0	9	84.8	7	178	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	190	0	10	0.0	38.0	43.5	6.0	5.0	2.5	0.0	0.0	0.0	0.0	5.0	8	91.0	5	178	
	HEATHROW	LUFTHANSA	S	A	340	0	15	5.6	33.2	27.3	17.7	9.3	2.0	0.0	0.6	0.0	0.0	4.2	13	88.4	5	370	
	HEATHROW	LUFTHANSA	S	D	342	0	15	0.0	23.8	40.3	15.7	9.0	5.6	1.1	0.0	0.3	0.0	4.2	20	85.4	6	369	
	HEATHROW	UNITED AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	LONDON CITY	BA CITYFLYER LTD	S	A	96	0	4	7.0	47.0	24.0	12.0	5.0	1.0	0.0	0.0	0.0	0.0	4.0	7	83.0	8	88	
	LONDON CITY	BA CITYFLYER LTD	S	D	98	0	4	0.0	42.2	30.4	14.7	7.8	1.0	0.0	0.0	0.0	0.0	3.9	9	70.8	16	89	
	LONDON CITY	LUFTHANSA	S	A	72	0	5	0.0	31.2	51.9	7.8	2.6	0.0	0.0	0.0	0.0	0.0	6.5	7	81.8	9	88	
	LONDON CITY	LUFTHANSA	S	D	72	0	5	0.0	24.7	50.6	10.4	6.5	1.3	0.0	0.0	0.0	0.0	6.5	10	64.0	16	89	
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1		
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	STANSTED	RYANAIR	S	A	54	0	2	0.0	21.4	37.5	14.3	19.6	3.6	0.0	0.0	0.0	0.0	3.6	18	0.0	0	0	
	STANSTED	RYANAIR	S	D	54	0	2	0.0	0.0	19.6	17.9	37.5	17.9	3.6	0.0	0.0	0.0	3.6	42	0.0	0	0	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	MANCHESTER	CONDOR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	MANCHESTER	LUFTHANSA	S	A	152	0	2	0.0	17.5	44.2	16.9	12.3	7.8	0.0	0.0	0.0	0.0	1.3	17	82.3	7	124	
	MANCHESTER	LUFTHANSA	S	D	151	0	2	0.0	26.1	42.5	13.1	10.5	5.2	1.3	0.0	0.0	0.0	1.3	16	83.1	7	124	
	MANCHESTER	RYANAIR	S	A	26	0	0	3.8	30.8	53.8	3.8	7.7	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
	MANCHESTER	RYANAIR	S	D	26	0	0	0.0	3.8	42.3	42.3	3.8	7.7	0.0	0.0	0.0	0.0	19	0.0	0	0		
<b>TOTAL FRANKFURT MAIN</b>					<b>2489</b>	<b>1</b>	<b>126</b>	<b>2.4</b>	<b>30.2</b>	<b>36.1</b>	<b>13.3</b>	<b>8.3</b>	<b>3.7</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>15</b>	<b>83.7</b>	<b>8</b>	<b>2340</b>	
FRIEDRICHSHAFEN																							
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	4		
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	33	100.0	8	4		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4		
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	4		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: F																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								than 15 m early	to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	15	8
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	4
	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	4	0	1	0.0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	22	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	4	0	1	0.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	17	0.0	0	0
	STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>45</b>	<b>0</b>	<b>2</b>	<b>6.4</b>	<b>27.7</b>	<b>36.2</b>	<b>12.8</b>	<b>10.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>12</b>	<b>87.5</b>	<b>7</b>	<b>48</b>
FUERTEVENTURA																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	15	4
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	4
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	11.1	33.3	22.2	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	44.4	46	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	25	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	22.2	11.1	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	45	55.6	35	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	44	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	20	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	55.6	29	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	66.7	0.0	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	34	66.7	31	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	66.7	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	30	55.6	36	9
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	11.1	0.0	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	33	60.0	26	5
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	33.3	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	39	20.0	49	5

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	TUI AIRWAYS LTD	C A	5	0	0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	49	4		
BRISTOL	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	26	25.0	46	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	28	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	4		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	7	0	2	11.1	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	5	77.8	13	9		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	7	0	2	0.0	22.2	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	5	88.9	11	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	0	0	88.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	0	8		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	8	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	15	9		
EDINBURGH	JET2.COM LTD	S A	9	0	0	22.2	55.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	5		
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	100.0	2	5		
EDINBURGH	RYANAIR	S A	9	0	0	11.1	22.2	22.2	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	26	50.0	41	6		
EDINBURGH	RYANAIR	S D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	36	6		
GLASGOW	JET2.COM LTD	S A	8	0	0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	23	9		
GLASGOW	JET2.COM LTD	S D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	7	9		
GLASGOW	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	29	9		
GLASGOW	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	9	0	1	0.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	4	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	53	4		
GLASGOW	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	26	4		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	44.4	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	40.0	22	4		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	26	5		
LEEDS BRADFORD	RYANAIR	S A	8	0	1	0.0	44.4	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	11	88.9	9	9		
LEEDS BRADFORD	RYANAIR	S D	7	0	1	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	5	77.8	10	9		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	8	0	0	37.5	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	24	9		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	14	9		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	6	0	0	0.0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	24	83.3	14	6		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	6	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	15	6			
GATWICK	BRITISH AIRWAYS PLC	S A	9	0	0	33.3	22.2	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	55.6	20	9			
GATWICK	BRITISH AIRWAYS PLC	S D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	55.6	16	9			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	33	0	0	24.2	30.3	24.2	6.1	9.1	6.1	0.0	0.0	0.0	0.0	0.0	11	67.6	21	34			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	34	0	0	0.0	17.6	55.9	17.6	8.8	0.0	0.0	0.0	0.0	0.0	0.0	12	73.5	10	34			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	7	0	0	0.0	14.3	14.3	14.3	42.9	0.0	14.3	0.0	0.0	0.0	0.0	45	44.4	22	9			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	7	0	0	0.0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	25	55.6	22	9			
GATWICK	THOMAS COOK AIRLINES LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
GATWICK	THOMAS COOK AIRLINES LTD	S A	13	0	0	23.1	38.5	23.1	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	66.7	19	15			
GATWICK	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	7.7	61.5	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	20	64.3	31	14			
GATWICK	TUI AIRWAYS LTD	C A	12	0	0	16.7	16.7	50.0	8.3	0.0	0.0	0.0	8.3	0.0	0.0	0.0	22	61.5	27	13			
GATWICK	TUI AIRWAYS LTD	C D	12	0	0	0.0	0.0	66.7	25.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	26	84.6	13	13			
LUTON	RYANAIR	S A	9	0	0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	18	8			
LUTON	RYANAIR	S D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	62.5	15	8			
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	75.0	27	4			
LUTON	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	31	0.0	55	4			
STANSTED	JET2.COM LTD	S A	12	0	1	0.0	23.1	23.1	23.1	23.1	0.0	0.0	0.0	0.0	0.0	7.7	20	100.0	0	1			
STANSTED	JET2.COM LTD	S D	13	0	0	0.0	61.5	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1			
STANSTED	RYANAIR	S A	18	0	0	5.6	22.2	38.9	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	37	18			
STANSTED	RYANAIR	S D	18	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	9	18			
STANSTED	THOMAS COOK AIRLINES LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	71	4			
STANSTED	THOMAS COOK AIRLINES LTD	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	17	4			
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	8	5			
STANSTED	TUI AIRWAYS LTD	C D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	5			
MANCHESTER	CONDOR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	32	7			
MANCHESTER	CONDOR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	42	7			
MANCHESTER	JET2.COM LTD	S A	17	0	0	35.3	11.8	35.3	0.0	5.9	11.8	0.0	0.0	0.0	0.0	0.0	16	70.0	7	9			
MANCHESTER	JET2.COM LTD	S D	17	0	0	0.0	23.5	52.9	0.0	11.8	5.9	5.9	0.0	0.0	0.0	0.0	22	88.9	8	9			
MANCHESTER	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	18	10			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	19	10
	MANCHESTER	RYANAIR	S	A	9	0	0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	38	12
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	22	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	26	0	0	19.2	38.5	19.2	7.7	3.8	3.8	7.7	0.0	0.0	0.0	0.0	18	90.9	8	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	27	0	0	0.0	18.5	70.4	3.7	0.0	3.7	3.7	0.0	0.0	0.0	0.0	11	90.9	5	11
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	15.4	53.8	15.4	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	21	69.2	41	13
	MANCHESTER	TUI AIRWAYS LTD	C	D	13	0	0	0.0	30.8	38.5	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	19	76.9	36	13
	NEWCASTLE	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	62	4
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	75.0	32	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	5
<b>TOTAL FUERTEVENTURA</b>					<b>723</b>	<b>0</b>	<b>8</b>	<b>10.0</b>	<b>26.9</b>	<b>40.1</b>	<b>10.0</b>	<b>6.0</b>	<b>4.0</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>70.2</b>	<b>21</b>	<b>682</b>
FUNCHAL																						
	BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	87	50.0	472	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	18	5
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	11	0	1	41.7	16.7	16.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	8.3	8	71.4	28	14
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	11	0	1	0.0	25.0	50.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0	8.3	14	61.5	320	13
	EAST MIDLANDS INTERNATIONAL	AIR ALLIANCE EXPRESS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
	EAST MIDLANDS INTERNATIONAL	AIR ALLIANCE EXPRESS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	20.0	52	4
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	15	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	19	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	11	5
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	51	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	13	9		
EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GLASGOW	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	49	4		
GLASGOW	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
GLASGOW	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	18	4		
GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
JERSEY	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
JERSEY	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
JERSEY	GERMANIA FLUGGESELLSCHAFT	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
JERSEY	GERMANIA FLUGGESELLSCHAFT	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1		
LEEDS BRADFORD	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	401	4		
LEEDS BRADFORD	JET2.COM LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
GATWICK	BRITISH AIRWAYS PLC	S	A	32	0	0	56.3	28.1	3.1	0.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	14	75.0	80	20		
GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	0	0.0	31.3	46.9	12.5	3.1	3.1	0.0	3.1	0.0	0.0	0.0	16	75.0	12	20		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	50.0	26.5	8.8	2.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	73.0	28	36		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	1	0.0	22.9	62.9	2.9	2.9	5.7	0.0	0.0	0.0	0.0	2.9	9	83.8	8	36		
GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	28	10		
GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	10		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	25	7		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	12	7		
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	70.0	14	9		
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9		
STANSTED	JET2.COM LTD	S	A	8	0	1	0.0	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	11.1	18	0.0	0	0		
STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	70.0	20	9		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late								
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	16	9			
MANCHESTER	JET2.COM LTD	S A	10	0	0	30.0	30.0	30.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	21	70.0	22	9			
MANCHESTER	JET2.COM LTD	S D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	4	9			
MANCHESTER	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9			
MANCHESTER	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9			
MANCHESTER	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	5	9			
MANCHESTER	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	1	9			
NEWCASTLE	JET2.COM LTD	S A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	333	4			
NEWCASTLE	JET2.COM LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	4			
<b>TOTAL FUNCHAL</b>			<b>285</b>	<b>0</b>	<b>4</b>	<b>17.6</b>	<b>28.7</b>	<b>37.0</b>	<b>6.9</b>	<b>3.1</b>	<b>3.8</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>76.1</b>	<b>43</b>	<b>361</b>				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GANDER																						
	BIRMINGHAM	AIR X CHARTER	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	67	1
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL GANDER</b>					<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>67</b>	<b>1</b>	
GATWICK																						
	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	A	49	0	2	21.6	35.3	21.6	5.9	7.8	0.0	3.9	0.0	0.0	3.9	13	76.5	11	51	
	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	D	48	0	2	4.0	40.0	26.0	8.0	10.0	2.0	4.0	2.0	0.0	4.0	21	74.5	14	51	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	174	0	4	7.3	42.7	20.8	7.3	6.7	10.1	2.2	0.6	0.0	2.2	19	72.9	13	181	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	174	0	4	5.6	15.2	48.3	10.7	5.6	8.4	3.4	0.6	0.0	2.2	22	74.0	12	181	
	BELFAST INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.1	8	142	
	BELFAST INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.8	9	142	
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	63	0.0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	2	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	BRISTOL	BMI REGIONAL	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	9	2	
	BRISTOL	BMI REGIONAL	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	11	2	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	296	1	
	DONCASTER SHEFFIELD	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	33	1	
	DONCASTER SHEFFIELD	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
	EAST MIDLANDS INTERNATIONAL	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	101	0	6	23.4	43.0	14.0	3.7	4.7	4.7	0.0	0.9	0.0	5.6	10	89.2	5	100	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	98	0	9	4.7	57.9	13.1	5.6	4.7	4.7	0.0	0.9	0.0	8.4	12	86.3	6	99	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	113	0	11	16.1	41.9	18.5	6.5	4.0	3.2	0.0	0.8	0.0	8.9	9	71.5	16	129	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	113	0	11	1.6	37.1	34.7	4.8	7.3	4.0	0.0	1.6	0.0	8.9	14	70.8	18	129	
	GLASGOW	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017				
																More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GLASGOW	BA CITYFLYER LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
GLASGOW	BRITISH AIRWAYS PLC	S	A	102	0	7	22.9	45.9	17.4	1.8	2.8	0.9	0.0	1.8	0.0	0.0	6.4	8	90.9	4	110									
GLASGOW	BRITISH AIRWAYS PLC	S	D	103	0	8	0.9	68.5	13.5	4.5	1.8	2.7	0.0	0.0	0.9	0.0	7.2	15	86.4	7	110									
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	85	0	7	8.7	40.2	22.8	8.7	7.6	1.1	0.0	3.3	0.0	0.0	7.6	15	74.7	13	91									
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	85	0	7	0.0	26.1	43.5	7.6	8.7	4.3	0.0	1.1	1.1	0.0	7.6	19	74.7	14	91									
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	54	0	3	21.1	52.6	14.0	3.5	0.0	3.5	0.0	0.0	0.0	0.0	5.3	5	0.0	0	0									
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	54	0	3	0.0	35.1	42.1	10.5	1.8	5.3	0.0	0.0	0.0	0.0	5.3	10	0.0	0	0									
JERSEY	BRITISH AIRWAYS PLC	S	A	128	0	1	8.5	50.4	20.9	7.0	5.4	5.4	0.0	1.6	0.0	0.0	0.8	12	87.3	10	141									
JERSEY	BRITISH AIRWAYS PLC	S	D	145	0	2	0.0	38.8	40.8	8.2	6.1	3.4	0.0	1.4	0.0	0.0	1.4	13	80.3	18	142									
JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	76	0	1	3.9	41.6	26.0	15.6	3.9	3.9	3.9	0.0	0.0	0.0	1.3	16	78.0	17	91									
JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	75	0	4	0.0	24.1	36.7	16.5	10.1	2.5	5.1	0.0	0.0	0.0	5.1	21	70.3	23	91									
LEEDS BRADFORD	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1									
LEEDS BRADFORD	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1									
LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0									
LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									
LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0									
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0									
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	62	3									
LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	1									
LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	2									
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0									
MANCHESTER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1									
MANCHESTER	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0									
NEWCASTLE	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	68	0.0	0	0									



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: G																		MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	NEWCASTLE	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL GATWICK</b>					<b>1800</b>	<b>0</b>	<b>92</b>	<b>7.8</b>	<b>40.3</b>	<b>27.2</b>	<b>7.5</b>	<b>5.6</b>	<b>4.5</b>	<b>1.1</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>4.9</b>	<b>15</b>	<b>78.8</b>	<b>12</b>	<b>2092</b>	
GDANSK																							
	ABERDEEN	WIZZ AIR	S	A	9	0	0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	6	8	
	ABERDEEN	WIZZ AIR	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	6	8	
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	9	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	12.5	25.0	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9	
	BRISTOL	RYANAIR	S	A	8	0	1	0.0	33.3	22.2	0.0	11.1	22.2	0.0	0.0	0.0	0.0	11.1	27	100.0	3	9	
	BRISTOL	RYANAIR	S	D	8	0	1	0.0	22.2	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	11.1	12	100.0	3	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	15	0	0	6.7	60.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	94.4	2	18	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	15	0	0	0.0	26.7	73.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	6	18	
	EDINBURGH	RYANAIR	S	A	13	0	1	21.4	35.7	14.3	14.3	0.0	0.0	0.0	7.1	0.0	0.0	7.1	31	92.3	5	13	
	EDINBURGH	RYANAIR	S	D	13	0	1	0.0	35.7	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	7.1	9	76.9	8	13	
	GLASGOW	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	9	8	
	GLASGOW	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
	LEEDS BRADFORD	RYANAIR	S	A	15	0	2	0.0	41.2	23.5	5.9	5.9	11.8	0.0	0.0	0.0	0.0	11.8	17	88.2	4	17	
	LEEDS BRADFORD	RYANAIR	S	D	16	0	1	0.0	23.5	47.1	11.8	0.0	11.8	0.0	0.0	0.0	0.0	5.9	15	94.1	4	17	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	14	0	0	0.0	14.3	57.1	0.0	14.3	7.1	0.0	7.1	0.0	0.0	0.0	29	80.0	7	15	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	14	0	0	0.0	0.0	57.1	14.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	29	80.0	7	15	
	LUTON	WIZZ AIR	S	A	72	0	0	15.3	44.4	22.2	6.9	2.8	8.3	0.0	0.0	0.0	0.0	0.0	10	85.0	7	60	
	LUTON	WIZZ AIR	S	D	72	0	0	0.0	9.7	51.4	15.3	11.1	12.5	0.0	0.0	0.0	0.0	0.0	22	66.7	14	60	
	STANSTED	RYANAIR	S	A	48	0	3	9.8	23.5	25.5	17.6	13.7	3.9	0.0	0.0	0.0	0.0	5.9	16	85.2	7	54	
	STANSTED	RYANAIR	S	D	48	0	2	0.0	8.0	44.0	24.0	14.0	4.0	2.0	0.0	0.0	0.0	4.0	23	72.2	12	54	
	MANCHESTER	RYANAIR	S	A	11	0	0	0.0	45.5	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	60.0	12	10	
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	10	
	NEWCASTLE	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	9	
	NEWCASTLE	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	2	9	
<b>TOTAL GDANSK</b>					<b>448</b>	<b>0</b>	<b>12</b>	<b>5.9</b>	<b>25.9</b>	<b>39.8</b>	<b>11.3</b>	<b>7.6</b>	<b>6.1</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>15</b>	<b>83.9</b>	<b>7</b>	<b>478</b>	
GENEVA																							
	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	33.3	44.4	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: G																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								0.0	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	20	0.0	0	0
ABERDEEN	EASYJET SWITZERLAND	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8
ABERDEEN	EASYJET SWITZERLAND	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	12	8
BELFAST CITY (GEORGE BEST)	CELLO AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1
BELFAST CITY (GEORGE BEST)	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	25.0	35.0	10.0	10.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	9	87.5	5	16
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	0.0	40.0	45.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	93.8	4	16
BIRMINGHAM	CELLO AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2
BIRMINGHAM	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	2
BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	34	0	4	2.6	26.3	23.7	13.2	18.4	2.6	2.6	0.0	0.0	0.0	0.0	10.5	22	76.3	11	38
BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	33	0	4	0.0	5.4	35.1	16.2	18.9	8.1	5.4	0.0	0.0	0.0	0.0	10.8	32	47.4	20	38
BIRMINGHAM	EASYJET SWITZERLAND	S	A	22	0	0	13.6	45.5	18.2	0.0	0.0	18.2	0.0	4.5	0.0	0.0	0.0	0.0	28	90.9	4	22
BIRMINGHAM	EASYJET SWITZERLAND	S	D	22	0	0	0.0	27.3	22.7	13.6	13.6	9.1	0.0	9.1	4.5	0.0	0.0	0.0	66	81.8	11	22
BIRMINGHAM	FLYBE LTD	S	A	4	0	1	0.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	23	40.0	42	5
BIRMINGHAM	FLYBE LTD	S	D	4	0	1	0.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	30	0.0	44	4
BIRMINGHAM	GAINJET AVIATION	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
BIRMINGHAM	JET2.COM LTD	S	A	13	0	1	14.3	35.7	14.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7.1	16	0.0	0	0
BIRMINGHAM	JET2.COM LTD	S	D	13	0	1	0.0	0.0	42.9	21.4	14.3	7.1	7.1	0.0	0.0	0.0	0.0	7.1	27	0.0	0	0
BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	691	0.0	0	0
BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	688	0.0	0	0
BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	17	3
BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	35	2
BIRMINGHAM	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
BOURNEMOUTH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	2	0.0	13.3	20.0	26.7	20.0	6.7	0.0	0.0	0.0	0.0	0.0	13.3	25	82.1	9	28
BOURNEMOUTH	EASYJET AIRLINE COMPANY LTD	S	D	13	0	2	0.0	6.7	33.3	13.3	26.7	6.7	0.0	0.0	0.0	0.0	0.0	13.3	26	78.6	11	28
BOURNEMOUTH	EASYJET SWITZERLAND	S	A	11	0	2	7.7	30.8	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	15.4	10	100.0	0	3
BOURNEMOUTH	EASYJET SWITZERLAND	S	D	11	0	2	7.7	15.4	46.2	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15.4	14	100.0	2	3

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: G		PERCENTAGE OF FLIGHTS LATE											MAR 2017			
								NUMBER OF FLIGHTS																
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	81	0	11	2.2	15.2	25.0	17.4	13.0	8.7	4.3	1.1	1.1	0.0	12.0	37	59.3	22	91			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	80	0	11	0.0	19.8	29.7	13.2	12.1	7.7	2.2	2.2	1.1	0.0	12.1	35	75.0	16	92			
BRISTOL	EASYJET SWITZERLAND	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BRISTOL	EASYJET SWITZERLAND	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0			
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	61	0.0	31	4			
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	60.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	38	0.0	32	4			
BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	39	25.0	27	4			
BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20	50.0	17	4			
CARDIFF WALES	FLYBE LTD	S	A	4	0	1	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	1	33.3	81	6			
CARDIFF WALES	FLYBE LTD	S	D	4	0	1	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	1	60.0	11	5			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	1	0.0	50.0	10.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	10.0	22	88.2	9	17			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	1	0.0	30.0	30.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	10.0	27	82.4	7	17			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	54	0	7	1.6	29.5	26.2	14.8	13.1	0.0	3.3	0.0	0.0	0.0	11.5	18	66.7	16	60			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	54	0	7	0.0	32.8	34.4	8.2	6.6	1.6	0.0	1.6	3.3	0.0	11.5	26	76.7	12	60			
EDINBURGH	EASYJET SWITZERLAND	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0			
EDINBURGH	EASYJET SWITZERLAND	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0			
EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	44.4	22.2	0.0	11.1	0.0	11.1	0.0	11.1	0.0	0.0	68	91.7	4	12			
EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	66.7	10	12			
EDINBURGH	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	319	75.0	10	4			
EDINBURGH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	386	100.0	11	3			
EXETER	FLYBE LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	90.9	6	11			
EXETER	FLYBE LTD	S	D	5	1	0	0.0	0.0	33.3	16.7	16.7	0.0	16.7	0.0	0.0	16.7	0.0	54	66.7	13	11			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	7.7	23.1	23.1	15.4	7.7	15.4	7.7	0.0	0.0	0.0	0.0	27	66.7	9	12			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	38.5	30.8	0.0	7.7	15.4	7.7	0.0	0.0	0.0	0.0	29	83.3	7	12			
GLASGOW	EASYJET SWITZERLAND	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0			
GLASGOW	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	9			
GLASGOW	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	5	9			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ISLE OF MAN	ISLE OF MAN	FLYBE LTD	C	A	5	0	0	0.0	40.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	32	0.0	0	0
ISLE OF MAN	ISLE OF MAN	FLYBE LTD	C	D	5	0	0	0.0	20.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	38	0.0	0	0
JERSEY	JERSEY	FLYBE LTD	S	A	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	37	25.0	49	4
JERSEY	JERSEY	FLYBE LTD	S	D	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	34	50.0	38	4
LEEDS BRADFORD	LEEDS BRADFORD	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	11	16	
LEEDS BRADFORD	LEEDS BRADFORD	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	18	16	
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	A	29	0	3	3.1	21.9	21.9	9.4	9.4	12.5	3.1	9.4	0.0	0.0	9.4	50	69.2	15	26
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	D	29	0	3	0.0	12.5	43.8	12.5	9.4	6.3	3.1	3.1	0.0	0.0	9.4	34	80.8	12	26
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	72	0	4	14.5	40.8	18.4	7.9	6.6	2.6	1.3	2.6	0.0	0.0	5.3	16	83.8	7	80
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	73	0	3	0.0	47.4	32.9	5.3	7.9	0.0	1.3	1.3	0.0	0.0	3.9	11	91.3	5	80
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
GATWICK	GATWICK	AER LINGUS	C	A	4	0	0	0.0	0.0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	130	0.0	0	0
GATWICK	GATWICK	AER LINGUS	C	D	4	0	0	0.0	0.0	25.0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	111	0.0	0	0
GATWICK	GATWICK	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	52	4	
GATWICK	GATWICK	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	45	4	
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	A	86	0	3	11.2	42.7	18.0	5.6	12.4	3.4	1.1	0.0	2.2	0.0	3.4	22	80.0	9	75
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	D	86	0	3	0.0	36.0	40.4	6.7	6.7	4.5	1.1	0.0	1.1	0.0	3.4	16	74.7	11	75
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	236	0	5	5.4	29.0	30.7	12.9	10.4	7.1	2.5	0.0	0.0	0.0	2.1	20	63.6	16	250
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	236	0	3	0.0	18.8	43.1	18.0	8.8	4.6	3.8	1.7	0.0	0.0	1.3	23	64.4	17	250
GATWICK	GATWICK	EASYJET SWITZERLAND	S	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
GATWICK	GATWICK	EASYJET SWITZERLAND	S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
GATWICK	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	4	
GATWICK	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	4	4	
GATWICK	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	4	16	
GATWICK	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	16	
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: G																		MARCH 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								18.2	18.2	9.1	9.1	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GATWICK	SWISS AIRLINES	S A	11	0	0	0	18.2	18.2	9.1	9.1	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	38	93.3	4	15	
GATWICK	SWISS AIRLINES	S D	11	0	0	0	0.0	0.0	9.1	18.2	27.3	27.3	0.0	18.2	0.0	0.0	0.0	82	78.6	7	14		
GATWICK	THOMAS COOK AIRLINES LTD	C A	5	0	1	16.7	0.0	0.0	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	16.7	31	0.0	41	4		
GATWICK	THOMAS COOK AIRLINES LTD	C D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	22	4		
GATWICK	TITAN AIRWAYS LTD	C A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
GATWICK	TITAN AIRWAYS LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GATWICK	TUI AIRWAYS LTD	C A	4	0	1	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	18	30.0	31	10		
GATWICK	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	14	9		
HEATHROW	BRITISH AIRWAYS PLC	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4		
HEATHROW	BRITISH AIRWAYS PLC	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4		
HEATHROW	BRITISH AIRWAYS PLC	S A	306	0	17	5.6	33.4	25.7	12.4	9.3	5.3	1.5	1.5	0.0	0.0	5.3	20	85.9	5	305			
HEATHROW	BRITISH AIRWAYS PLC	S D	305	0	18	0.0	31.6	40.2	11.8	5.9	3.4	1.2	0.3	0.0	0.0	5.6	13	89.5	5	305			
HEATHROW	SWISS AIRLINES	S A	145	0	9	0.6	15.6	39.6	14.9	16.2	5.8	0.6	0.6	0.0	0.0	5.8	22	72.5	14	153			
HEATHROW	SWISS AIRLINES	S D	145	0	10	0.0	9.0	39.4	16.8	18.1	9.7	0.0	0.6	0.0	0.0	6.5	25	75.2	14	153			
LONDON CITY	BA CITYFLYER LTD	S A	57	0	5	9.7	33.9	27.4	8.1	6.5	3.2	0.0	1.6	1.6	0.0	8.1	20	85.6	9	90			
LONDON CITY	BA CITYFLYER LTD	S D	59	0	4	0.0	39.7	22.2	19.0	6.3	3.2	0.0	1.6	1.6	0.0	6.3	21	72.2	16	90			
LONDON CITY	SWISS AIRLINES	S A	66	0	9	12.0	41.3	21.3	8.0	2.7	1.3	1.3	0.0	0.0	0.0	12.0	8	91.1	4	79			
LONDON CITY	SWISS AIRLINES	S D	65	0	10	0.0	21.3	41.3	9.3	9.3	4.0	1.3	0.0	0.0	0.0	13.3	15	70.9	13	79			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	162	0	11	2.9	22.5	27.7	9.8	17.3	8.1	4.6	0.6	0.0	0.0	6.4	29	59.6	21	156			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	164	0	10	0.0	12.6	49.4	13.2	10.9	4.0	4.0	0.0	0.0	0.0	5.7	21	64.1	18	156			
LUTON	EASYJET SWITZERLAND	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
LUTON	EASYJET SWITZERLAND	S D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
STANSTED	BA CITYFLYER LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1			
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	66	0	2	7.4	35.3	20.6	8.8	11.8	4.4	5.9	2.9	0.0	0.0	2.9	27	83.3	9	60			
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	66	0	2	0.0	33.8	45.6	5.9	8.8	1.5	1.5	0.0	0.0	0.0	2.9	11	88.3	6	60			
STANSTED	JET2.COM LTD	S A	21	0	0	14.3	23.8	23.8	9.5	14.3	4.8	4.8	4.8	0.0	0.0	0.0	35	0.0	0	0			
STANSTED	JET2.COM LTD	S D	21	0	0	0.0	28.6	47.6	14.3	0.0	0.0	4.8	4.8	0.0	0.0	0.0	26	0.0	0	0			
STANSTED	SWISS AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
STANSTED	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	73	0	2	2.7	21.3	26.7	18.7	12.0	9.3	5.3	0.0	1.3	0.0	2.7	38	64.7	16	68	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	72	0	2	0.0	16.2	36.5	17.6	13.5	8.1	5.4	0.0	0.0	0.0	2.7	27	70.6	16	68	
	MANCHESTER	EASYJET SWITZERLAND	S	A	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	4	
	MANCHESTER	EASYJET SWITZERLAND	S	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	7	4	
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	6.5	22.6	22.6	12.9	19.4	6.5	6.5	3.2	0.0	0.0	0.0	38	67.6	21	37	
	MANCHESTER	JET2.COM LTD	S	D	32	0	0	0.0	12.5	56.3	9.4	6.3	9.4	3.1	3.1	0.0	0.0	0.0	29	68.4	19	37	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8	
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8	
	MANCHESTER	TUI AIRWAYS LTD	C	A	10	0	0	0.0	10.0	20.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	23	4	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	23	4	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	26	0	2	0.0	17.9	39.3	14.3	14.3	7.1	0.0	0.0	0.0	0.0	7.1	19	74.1	9	27	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	26	0	2	0.0	7.1	46.4	10.7	25.0	3.6	0.0	0.0	0.0	0.0	7.1	21	81.5	8	27	
	NEWCASTLE	JET2.COM LTD	C	A	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	NEWCASTLE	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	0.0	0.0	0.0	40.0	0.0	0.0	40.0	20.0	0.0	0.0	0.0	115	25.0	31	4	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	20.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	75	25.0	21	4	
	SOUTHAMPTON	EASYJET AIRLINE COMPANY LTD	S	A	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	4	0.0	0	0	
	SOUTHAMPTON	EASYJET AIRLINE COMPANY LTD	S	D	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	7	0.0	0	0	
	SOUTHAMPTON	EASYJET SWITZERLAND	S	A	11	0	1	25.0	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8.3	3	0.0	0	0	
	SOUTHAMPTON	EASYJET SWITZERLAND	S	D	11	0	1	8.3	33.3	25.0	0.0	8.3	16.7	0.0	0.0	0.0	0.0	8.3	17	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	15	0	0	0.0	0.0	33.3	26.7	13.3	6.7	13.3	6.7	0.0	0.0	0.0	50	36.4	29	11	
	SOUTHAMPTON	FLYBE LTD	S	D	14	0	0	0.0	21.4	50.0	0.0	0.0	14.3	7.1	7.1	0.0	0.0	0.0	38	50.0	29	12	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	28	0	2	33.3	33.3	6.7	3.3	10.0	6.7	0.0	0.0	0.0	0.0	6.7	11	75.0	23	32	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	28	0	2	0.0	60.0	20.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	6.7	6	75.0	26	32	
	SOUTHEND	EASYJET SWITZERLAND	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	SOUTHEND	EASYJET SWITZERLAND	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	158	0.0	0	0	
<b>TOTAL GENEVA</b>					<b>3648</b>	<b>1</b>	<b>219</b>	<b>3.2</b>	<b>25.8</b>	<b>32.8</b>	<b>12.2</b>	<b>10.7</b>	<b>5.6</b>	<b>2.4</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>5.7</b>	<b>24</b>	<b>74.3</b>	<b>13</b>	<b>3809</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: G																	MAR 2017				
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
		-----						-----											-----				
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GENOA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	1	38.1	33.3	19.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	4.8	6	100.0	1	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	45.5	45.5	0.0	4.5	4.5	0.0	0.0	0.0	0.0	0.0	7	75.0	7	20	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	STANSTED	RYANAIR	S	A	15	0	0	0.0	33.3	6.7	13.3	6.7	26.7	13.3	0.0	0.0	0.0	0.0	48	87.5	8	16	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	11.8	35.3	23.5	23.5	0.0	5.9	0.0	0.0	0.0	0.0	28	87.5	6	16	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL GENOA</b>					<b>80</b>	<b>0</b>	<b>1</b>	<b>9.9</b>	<b>30.9</b>	<b>29.6</b>	<b>7.4</b>	<b>8.6</b>	<b>8.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>20</b>	<b>87.1</b>	<b>6</b>	<b>70</b>	
GIBRALTAR																							
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	10	0	1	0.0	18.2	54.5	0.0	0.0	9.1	0.0	0.0	9.1	0.0	9.1	62	61.5	140	13	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	12	0	1	0.0	15.4	53.8	7.7	0.0	7.7	0.0	0.0	7.7	0.0	7.7	54	84.6	11	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	2	12.1	24.2	24.2	6.1	9.1	0.0	0.0	12.1	6.1	0.0	6.1	73	67.6	26	34	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	1	0.0	20.0	57.1	11.4	5.7	2.9	0.0	0.0	0.0	0.0	2.9	9	91.2	7	34	
	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	23	18	
	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	11.4	28.6	28.6	11.4	5.7	5.7	0.0	8.6	0.0	0.0	0.0	32	77.5	18	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	38	0	0	0.0	10.5	50.0	23.7	10.5	5.3	0.0	0.0	0.0	0.0	0.0	15	95.1	4	41	
	LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	22	16	
	LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.2	6	17	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	0.0	11.1	22.2	0.0	0.0	22.2	0.0	22.2	11.1	0.0	11.1	135	75.0	10	8	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	30	77.8	8	9	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	41	21	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.0	10	21
<b>TOTAL GIBRALTAR</b>					<b>178</b>	<b>0</b>	<b>6</b>	<b>4.3</b>	<b>19.6</b>	<b>42.4</b>	<b>10.9</b>	<b>6.0</b>	<b>5.4</b>	<b>0.5</b>	<b>4.9</b>	<b>2.7</b>	<b>0.0</b>	<b>3.3</b>	<b>39</b>	<b>82.0</b>	<b>19</b>	<b>321</b>
GIRONA																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	BELFAST INTERNATIONAL	RYANAIR	S	D	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	2	
	BIRMINGHAM	RYANAIR	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	BIRMINGHAM	RYANAIR	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	7	3	
	BOURNEMOUTH	RYANAIR	S	A	3	0	0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	3	
	BOURNEMOUTH	RYANAIR	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	33	3	
	BRISTOL	RYANAIR	S	A	5	0	0	0.0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	33	100.0	3	5	
	BRISTOL	RYANAIR	S	D	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	31	60.0	11	5	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	18	100.0	3	2	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	29	100.0	6	2	
	EDINBURGH	RYANAIR	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
	EDINBURGH	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	5	2	
	LEEDS BRADFORD	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	2	
	LEEDS BRADFORD	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	20	50.0	11	2	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	4	2	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	2	
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	LUTON	RYANAIR	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	3	
	LUTON	RYANAIR	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	3	
	STANSTED	RYANAIR	S	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4	
	STANSTED	RYANAIR	S	D	5	0	0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	25	100.0	2	4	
	MANCHESTER	RYANAIR	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2	
	MANCHESTER	RYANAIR	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	2	
	NEWCASTLE	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	20	1	
	NEWCASTLE	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	23	1	
<b>TOTAL GIRONA</b>					<b>69</b>	<b>0</b>	<b>1</b>	<b>4.3</b>	<b>24.3</b>	<b>44.3</b>	<b>12.9</b>	<b>10.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>90.3</b>	<b>5</b>	<b>62</b>
GLASGOW																						
	ABERDEEN	LOGANAIR LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1	
	ABERDEEN	LOGANAIR LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S A	109	0	7	2.6	35.3	31.0	9.5	10.3	4.3	0.9	0.0	0.0	0.0	0.0	6.0	14	80.3	9	136		
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S D	110	0	7	0.0	33.3	40.2	6.0	11.1	3.4	0.0	0.0	0.0	0.0	0.0	6.0	12	86.1	7	136		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S A	88	0	8	5.2	46.9	22.9	5.2	8.3	3.1	0.0	0.0	0.0	0.0	0.0	8.3	10	80.6	10	98		
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S D	89	0	8	4.1	25.8	43.3	7.2	5.2	5.2	1.0	0.0	0.0	0.0	0.0	8.2	13	78.6	13	98		
BIRMINGHAM	FLYBE LTD	S A	160	0	19	5.0	42.5	22.9	4.5	2.8	8.9	2.2	0.6	0.0	0.0	10.6	19	87.9	7	187			
BIRMINGHAM	FLYBE LTD	S D	160	0	16	0.0	21.0	44.9	9.1	5.1	5.7	4.5	0.6	0.0	0.0	9.1	22	79.4	11	188			
BIRMINGHAM	JET2.COM LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BIRMINGHAM	JET2.COM LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	84	0	12	2.1	33.3	30.2	8.3	8.3	4.2	1.0	0.0	0.0	0.0	12.5	14	76.5	15	98			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	83	0	12	1.1	34.7	35.8	7.4	5.3	2.1	1.1	0.0	0.0	0.0	12.6	11	82.7	12	98			
CARDIFF WALES	FLYBE LTD	S A	22	0	2	0.0	50.0	29.2	8.3	4.2	0.0	0.0	0.0	0.0	0.0	8.3	6	83.3	16	23			
CARDIFF WALES	FLYBE LTD	S D	22	0	2	0.0	50.0	29.2	8.3	0.0	4.2	0.0	0.0	0.0	0.0	8.3	5	91.3	8	22			
EAST MIDLANDS INTERNATIONAL	CITY JET	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	68	0	5	0.0	50.7	24.7	5.5	4.1	8.2	0.0	0.0	0.0	0.0	6.8	12	84.3	10	87			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	67	0	5	0.0	30.6	40.3	9.7	4.2	6.9	1.4	0.0	0.0	0.0	6.9	15	80.9	14	88			
EXETER	FLYBE LTD	S A	18	0	2	0.0	30.0	45.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	10.0	8	73.9	13	23			
EXETER	FLYBE LTD	S D	18	0	2	0.0	15.0	55.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	10	69.6	17	23			
ISLE OF MAN	EASTERN AIRWAYS	S A	10	0	2	8.3	58.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	16.7	5	0.0	0	0			
ISLE OF MAN	EASTERN AIRWAYS	S D	10	0	2	0.0	25.0	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	16.7	6	0.0	0	0			
JERSEY	EASYJET AIRLINE COMPANY LTD	S A	10	0	0	0.0	10.0	30.0	20.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	43	70.0	18	10		
JERSEY	EASYJET AIRLINE COMPANY LTD	S D	10	0	0	0.0	10.0	20.0	20.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	52	70.0	20	10		
LEEDS BRADFORD	LOGANAIR LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.5	12	40			
LEEDS BRADFORD	LOGANAIR LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.0	13	40			
GATWICK	BRITISH AIRWAYS PLC	S A	104	0	3	21.5	43.9	20.6	5.6	1.9	2.8	0.0	0.0	0.9	0.0	2.8	15	88.2	6	110			
GATWICK	BRITISH AIRWAYS PLC	S D	104	0	2	0.0	56.6	32.1	2.8	2.8	1.9	0.0	1.9	0.0	0.0	1.9	9	90.0	5	110			
GATWICK	EASYJET AIRLINE COMPANY LTD	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	85	0	4	11.2	37.1	28.1	4.5	9.0	2.2	1.1	2.2	0.0	0.0	4.5	18	76.9	12	91			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: G		PERCENTAGE OF FLIGHTS LATE													MAR 2017			
						NUMBER OF FLIGHTS																		
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	85	0	4	0.0	24.7	43.8	12.4	7.9	3.4	0.0	3.4	0.0	0.0	4.5	19	70.3	14	91			
GATWICK	TUI AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	31	4			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	87	1			
HEATHROW	BRITISH AIRWAYS PLC	S	A	244	0	20	15.5	42.4	20.8	5.3	4.9	2.3	1.1	0.0	0.0	0.0	7.6	9	87.5	5	271			
HEATHROW	BRITISH AIRWAYS PLC	S	D	243	0	20	0.0	30.8	39.9	9.1	8.7	2.3	1.1	0.4	0.0	0.0	7.6	13	85.7	6	272			
LONDON CITY	BA CITYFLYER LTD	S	A	132	0	14	14.4	43.8	21.9	8.2	2.1	0.0	0.0	0.0	0.0	0.0	9.6	5	79.6	13	162			
LONDON CITY	BA CITYFLYER LTD	S	D	135	0	12	0.0	43.5	29.9	6.8	6.1	5.4	0.0	0.0	0.0	0.0	8.2	11	73.3	14	165			
LUTON	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1			
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	66	0	6	6.9	40.3	23.6	9.7	8.3	0.0	2.8	0.0	0.0	0.0	8.3	11	83.3	10	72			
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	66	0	6	0.0	18.1	45.8	11.1	9.7	4.2	2.8	0.0	0.0	0.0	8.3	18	68.9	18	74			
LUTON	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
LUTON	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1			
LUTON	WIZZ AIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
LUTON	WIZZ AIR	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	73	0	8	7.4	38.3	28.4	8.6	4.9	1.2	0.0	1.2	0.0	0.0	9.9	10	80.5	11	82			
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	73	0	8	0.0	25.9	37.0	13.6	8.6	3.7	0.0	1.2	0.0	0.0	9.9	17	75.3	13	81			
STANSTED	RYANAIR	S	A	17	0	1	5.6	22.2	33.3	5.6	16.7	5.6	0.0	5.6	0.0	0.0	5.6	30	82.7	7	80			
STANSTED	RYANAIR	S	D	17	0	1	0.0	0.0	27.8	27.8	33.3	5.6	0.0	0.0	0.0	0.0	5.6	32	81.5	9	81			
STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
STANSTED	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
MANCHESTER	FLYBE LTD	S	A	68	0	7	4.0	41.3	30.7	4.0	4.0	5.3	1.3	0.0	0.0	0.0	9.3	11	88.3	8	76			
MANCHESTER	FLYBE LTD	S	D	68	0	7	0.0	25.3	50.7	2.7	8.0	4.0	0.0	0.0	0.0	0.0	9.3	10	88.7	10	69			
SOUTHAMPTON	FLYBE LTD	S	A	106	0	10	5.2	46.6	26.7	5.2	1.7	4.3	0.0	1.7	0.0	0.0	8.6	11	88.1	5	134			
SOUTHAMPTON	FLYBE LTD	S	D	106	0	9	1.7	39.1	33.9	7.0	4.3	3.5	0.9	1.7	0.0	0.0	7.8	14	84.4	7	135			
SOUTHEND	STOBART AIR	S	A	37	0	3	2.5	20.0	25.0	12.5	12.5	10.0	2.5	2.5	5.0	0.0	7.5	112	0.0	0	0			
SOUTHEND	STOBART AIR	S	D	36	0	4	5.0	27.5	32.5	10.0	7.5	5.0	0.0	2.5	0.0	0.0	10.0	19	0.0	0	0			
<b>TOTAL GLASGOW</b>				<b>3009</b>	<b>0</b>	<b>263</b>	<b>4.5</b>	<b>36.1</b>	<b>32.1</b>	<b>7.5</b>	<b>6.2</b>	<b>3.9</b>	<b>1.0</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>8.0</b>	<b>15</b>	<b>82.1</b>	<b>10</b>	<b>3572</b>			
GOA	BIRMINGHAM	TUI AIRWAYS LTD	C	A	3	0	0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	42	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	61	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	12	0	0	25.0	0.0	8.3	16.7	25.0	16.7	0.0	0.0	8.3	0.0	0.0	63	90.0	20	10
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	85.7	5	7
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	193	100.0	0	4
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	104	100.0	5	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	15	0	0	46.7	20.0	20.0	0.0	0.0	6.7	6.7	0.0	0.0	0.0	0.0	16	63.6	24	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	61.5	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	24	57.1	28	7
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	42.9	28.6	0.0	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	17	80.0	9	5
	MANCHESTER	TUI AIRWAYS LTD	C	D	7	0	0	0.0	14.3	42.9	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	5	4
<b>TOTAL GOA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>14.1</b>	<b>29.5</b>	<b>9.0</b>	<b>12.8</b>	<b>6.4</b>	<b>5.1</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>78.8</b>	<b>15</b>	<b>52</b>
GOTEBORG (LANDVETTER)																						
	BIRMINGHAM	BMI REGIONAL	S	A	5	0	2	0.0	14.3	14.3	28.6	0.0	0.0	0.0	14.3	0.0	0.0	28.6	64	0.0	0	0
	BIRMINGHAM	BMI REGIONAL	S	D	6	0	1	0.0	0.0	57.1	0.0	14.3	14.3	0.0	0.0	0.0	0.0	14.3	26	0.0	0	0
	BRISTOL	BMI REGIONAL	S	A	6	0	0	0.0	16.7	50.0	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	38	0.0	0	0
	BRISTOL	BMI REGIONAL	S	D	7	0	0	0.0	14.3	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	EDINBURGH	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	38	2
	EDINBURGH	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	57	0.0	61	2
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	9	1
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	1
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	49	0	0	0.0	30.6	38.8	14.3	16.3	0.0	0.0	0.0	0.0	0.0	0.0	12	67.9	14	53
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	49	0	0	0.0	4.1	53.1	18.4	22.4	2.0	0.0	0.0	0.0	0.0	0.0	20	58.5	19	53
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	1	16.7	35.6	28.9	7.8	5.6	3.3	1.1	0.0	0.0	0.0	1.1	11	84.6	6	91
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	1	0.0	42.2	35.6	11.1	6.7	3.3	0.0	0.0	0.0	0.0	1.1	11	94.5	4	91
	STANSTED	RYANAIR	S	A	40	0	1	0.0	12.2	39.0	22.0	17.1	4.9	0.0	2.4	0.0	0.0	2.4	25	75.0	18	40
	STANSTED	RYANAIR	S	D	39	0	1	0.0	0.0	32.5	37.5	22.5	2.5	0.0	2.5	0.0	0.0	2.5	27	67.5	12	40
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL GOTEBORG (LANDVETTER)</b>					<b>400</b>	<b>0</b>	<b>7</b>	<b>3.7</b>	<b>24.3</b>	<b>38.3</b>	<b>15.0</b>	<b>12.5</b>	<b>3.2</b>	<b>0.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>17</b>	<b>77.3</b>	<b>11</b>	<b>374</b>
GRANADA																						
	BIRMINGHAM	BMI REGIONAL	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	14.3	42.9	21.4	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	15	61.5	16	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	28.6	57.1	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	13	69.2	14	13

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: G																	MAR 2017				
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								7.5	32.1	43.4	5.7	3.8	5.7	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LONDON CITY	BA CITYFLYER LTD	S	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	44.4	38	9	
	LONDON CITY	BA CITYFLYER LTD	S	D	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	40.0	41	10	
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22.2	33.3	33.3	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	33	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL GRANADA</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>32.1</b>	<b>43.4</b>	<b>5.7</b>	<b>3.8</b>	<b>5.7</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>52.1</b>	<b>26</b>	<b>46</b>	
GRAND CAYMAN																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	44.4	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.4	5	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	22.2	55.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	5	18	
<b>TOTAL GRAND CAYMAN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>25.0</b>	<b>38.9</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.7</b>	<b>5</b>	<b>36</b>	
GRAZ																							
	BIRMINGHAM	BMI REGIONAL	S	A	9	0	0	11.1	44.4	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	86.7	5	15	
	BIRMINGHAM	BMI REGIONAL	S	D	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	80.0	8	15	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL GRAZ</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>36.8</b>	<b>31.6</b>	<b>5.3</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>83.3</b>	<b>7</b>	<b>30</b>	
GRENADA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44.4	22.2	0.0	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	88.9	23	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	77.8	34	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	10	0	0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	15	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	15	8	
<b>TOTAL GRENADA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>19.4</b>	<b>30.6</b>	<b>13.9</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>76.5</b>	<b>22</b>	<b>34</b>	
GRENOBLE																							
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	0.0	20.0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	53	0.0	46	4	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	0.0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	68	0.0	45	4	
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	1	0.0	11.1	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	11.1	20	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	1	0.0	0.0	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	11.1	26	0.0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	21	8	
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	38	8	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can						
BIRMINGHAM	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	151	0.0	92	4
BIRMINGHAM	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	149	50.0	51	4
BRISTOL	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	11	0	1	0.0	0.0	8.3	41.7	16.7	8.3	0.0	8.3	8.3	0.0	8.3	103	12.5	34	8
BRISTOL	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	11	0	1	0.0	8.3	25.0	25.0	25.0	0.0	0.0	0.0	8.3	0.0	8.3	81	37.5	22	8
CARDIFF WALES	CARDIFF WALES	ENTER AIR	C	A	4	0	0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
CARDIFF WALES	CARDIFF WALES	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0
EDINBURGH	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	26	50.0	41	4
EDINBURGH	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	25.0	46	4
GLASGOW	GLASGOW	JET2.COM LTD	S	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	13	4
GLASGOW	GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	4
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	0.0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	32	25.0	61	4
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	10	4
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	15	50.0	38	4
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	51	4
GATWICK	GATWICK	AER LINGUS	C	A	4	0	0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	93	0.0	0	0
GATWICK	GATWICK	AER LINGUS	C	D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	68	0.0	0	0
GATWICK	GATWICK	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	35	4
GATWICK	GATWICK	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4
GATWICK	GATWICK	BRITISH AIRWAYS PLC	C	A	15	0	0	26.7	26.7	20.0	0.0	20.0	0.0	6.7	0.0	0.0	0.0	0.0	23	60.0	10	10
GATWICK	GATWICK	BRITISH AIRWAYS PLC	C	D	15	0	0	0.0	20.0	40.0	13.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	17	55.6	22	9
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	1	11.8	41.2	5.9	23.5	5.9	5.9	0.0	0.0	0.0	0.0	5.9	15	100.0	1	8
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	1	0.0	23.5	52.9	5.9	5.9	0.0	5.9	0.0	0.0	0.0	5.9	16	100.0	3	8
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	21.7	34.8	8.7	4.3	21.7	4.3	4.3	0.0	0.0	0.0	0.0	23	61.1	18	18
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	0.0	21.7	65.2	4.3	4.3	0.0	4.3	0.0	0.0	0.0	0.0	12	77.8	8	18
GATWICK	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	9	0	1	20.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	10.0	8	35.7	19	12	
GATWICK	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	9	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	66.7	15	12
GATWICK	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	16	16

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: G

NUMBER OF FLIGHTS

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MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	MONARCH AIRLINES	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.8	13	16
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	23	0	0	8.7	30.4	17.4	13.0	17.4	4.3	4.3	4.3	0.0	0.0	0.0	30	50.0	12	4	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	23	0	0	0.0	13.0	43.5	17.4	17.4	8.7	0.0	0.0	0.0	0.0	0.0	21	75.0	8	4	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	12	7	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	7	
GATWICK	SMALL PLANET AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	41.7	18	12	
GATWICK	SMALL PLANET AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	41.7	27	12	
GATWICK	THOMAS COOK AIRLINES LTD	C A	9	0	0	22.2	33.3	0.0	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	28	0.0	36	4	
GATWICK	THOMAS COOK AIRLINES LTD	C D	9	0	0	0.0	22.2	44.4	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	30	50.0	23	4	
GATWICK	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
GATWICK	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
GATWICK	TITAN AIRWAYS LTD	C A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	56	4	
GATWICK	TITAN AIRWAYS LTD	C D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	14	4	
GATWICK	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	82	100.0	6	4	
GATWICK	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	70	100.0	4	4	
HEATHROW	BRITISH AIRWAYS PLC	C A	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	8	8	
HEATHROW	BRITISH AIRWAYS PLC	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	8	
HEATHROW	BRITISH AIRWAYS PLC	S A	5	0	0	20.0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	S D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
LUTON	EASYJET AIRLINE COMPANY LTD	S A	10	0	0	0.0	20.0	60.0	0.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	32	75.0	11	8	
LUTON	EASYJET AIRLINE COMPANY LTD	S D	10	0	0	0.0	0.0	70.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	30	75.0	13	8	
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	10	0	0	10.0	20.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	17	75.0	11	8	
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	10	0	0	0.0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	8	
STANSTED	JET2.COM LTD	S A	6	0	0	0.0	0.0	33.3	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
STANSTED	JET2.COM LTD	S D	6	0	0	0.0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
STANSTED	RYANAIR	S A	13	0	1	21.4	7.1	7.1	21.4	28.6	7.1	0.0	0.0	0.0	0.0	7.1	24	81.8	10	11	
STANSTED	RYANAIR	S D	14	0	0	0.0	7.1	57.1	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	19	63.6	12	11	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	DUCAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	MANCHESTER	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4		
	MANCHESTER	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4		
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	0.0	15.4	38.5	23.1	0.0	15.4	7.7	0.0	0.0	0.0	30	50.0	14	8		
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	7.7	69.2	7.7	7.7	0.0	7.7	0.0	0.0	0.0	17	100.0	2	8		
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	6	12		
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	12		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	25	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	4		
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	15	50.0	20	4		
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	12	75.0	6	4		
<b>TOTAL GRENOBLE</b>					<b>471</b>	<b>0</b>	<b>8</b>	<b>5.4</b>	<b>19.8</b>	<b>36.3</b>	<b>14.4</b>	<b>13.2</b>	<b>4.4</b>	<b>2.1</b>	<b>1.9</b>	<b>0.8</b>	<b>0.0</b>	<b>1.7</b>	<b>28</b>	<b>62.6</b>	<b>17</b>	<b>419</b>	
GRONINGEN																							
	SOUTHEND	STOBART AIR	S	A	38	0	0	21.1	42.1	26.3	2.6	0.0	2.6	2.6	2.6	0.0	0.0	0.0	14	97.1	1	34	
	SOUTHEND	STOBART AIR	S	D	38	0	0	2.6	60.5	28.9	2.6	0.0	2.6	0.0	2.6	0.0	0.0	0.0	10	94.4	1	35	
<b>TOTAL GRONINGEN</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>51.3</b>	<b>27.6</b>	<b>2.6</b>	<b>0.0</b>	<b>2.6</b>	<b>1.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>95.8</b>	<b>1</b>	<b>69</b>	
GUANGZHOU BAIYUN INTERNATIONAL																							
	HEATHROW	CHINA SOUTHERN	S	A	39	0	0	51.3	20.5	15.4	5.1	7.7	0.0	0.0	0.0	0.0	0.0	6	83.9	6	31		
	HEATHROW	CHINA SOUTHERN	S	D	39	0	0	10.3	64.1	12.8	2.6	5.1	5.1	0.0	0.0	0.0	0.0	7	100.0	0	31		
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>42.3</b>	<b>14.1</b>	<b>3.8</b>	<b>6.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>91.9</b>	<b>3</b>	<b>62</b>		
GUERNSEY																							
	BIRMINGHAM	FLYBE LTD	S	A	23	0	1	0.0	41.7	29.2	4.2	4.2	4.2	8.3	4.2	0.0	0.0	4.2	33	61.5	26	24	
	BIRMINGHAM	FLYBE LTD	S	D	25	0	1	0.0	3.8	53.8	15.4	15.4	3.8	3.8	0.0	0.0	0.0	3.8	22	88.5	8	26	
	BRISTOL	AURIGNY AIR SERVICES	S	A	18	0	3	0.0	47.6	19.0	9.5	4.8	0.0	4.8	0.0	0.0	0.0	14.3	16	57.9	15	17	
	BRISTOL	AURIGNY AIR SERVICES	S	D	17	0	3	5.0	30.0	30.0	0.0	10.0	0.0	5.0	5.0	0.0	0.0	15.0	30	57.9	18	17	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	A	17	0	1	11.1	55.6	11.1	0.0	0.0	0.0	5.6	11.1	0.0	0.0	5.6	42	87.5	1	15	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	D	17	0	1	5.6	44.4	16.7	11.1	0.0	0.0	0.0	16.7	0.0	0.0	5.6	48	81.3	12	15	
	EXETER	FLYBE LTD	S	A	22	0	2	8.3	33.3	20.8	8.3	8.3	4.2	8.3	0.0	0.0	0.0	8.3	26	78.3	11	23	
	EXETER	FLYBE LTD	S	D	22	0	3	0.0	32.0	36.0	0.0	8.0	4.0	4.0	4.0	0.0	0.0	12.0	28	84.0	5	24	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
JERSEY	JERSEY	BLUE ISLANDS LIMITED	S	A	106	0	8	3.5	20.2	46.5	11.4	6.1	3.5	1.8	0.0	0.0	0.0	7.0	14	85.7	9	139	
JERSEY	JERSEY	BLUE ISLANDS LIMITED	S	D	102	0	6	0.0	37.0	36.1	12.0	4.6	3.7	0.9	0.0	0.0	0.0	5.6	12	82.1	14	140	
JERSEY	JERSEY	FLYBE LTD	S	A	35	0	5	0.0	37.5	25.0	7.5	10.0	2.5	5.0	0.0	0.0	0.0	12.5	22	0.0	0	0	
LEEDS BRADFORD	LEEDS BRADFORD	AURIGNY AIR SERVICES	S	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	90.9	1	10	
LEEDS BRADFORD	LEEDS BRADFORD	AURIGNY AIR SERVICES	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	90.9	1	10	
GATWICK	GATWICK	AURIGNY AIR SERVICES	S	A	176	0	1	6.8	57.1	19.2	7.3	1.7	4.5	1.1	1.7	0.0	0.0	0.6	15	73.2	16	165	
GATWICK	GATWICK	AURIGNY AIR SERVICES	S	D	176	0	2	0.0	45.5	33.1	4.5	5.1	5.6	2.8	2.2	0.0	0.0	1.1	20	65.4	21	165	
LONDON CITY	LONDON CITY	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.3	4	43	
LONDON CITY	LONDON CITY	AURIGNY AIR SERVICES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.7	13	43	
STANSTED	STANSTED	AURIGNY AIR SERVICES	S	A	20	0	1	4.8	47.6	19.0	4.8	9.5	0.0	4.8	4.8	0.0	0.0	4.8	29	66.7	18	17	
STANSTED	STANSTED	AURIGNY AIR SERVICES	S	D	18	0	2	0.0	20.0	25.0	15.0	15.0	5.0	5.0	5.0	0.0	0.0	10.0	43	66.7	19	17	
MANCHESTER	MANCHESTER	AURIGNY AIR SERVICES	S	A	59	0	3	17.7	37.1	29.0	3.2	6.5	1.6	0.0	0.0	0.0	0.0	4.8	8	79.7	6	56	
MANCHESTER	MANCHESTER	AURIGNY AIR SERVICES	S	D	59	0	4	1.6	41.3	28.6	7.9	9.5	3.2	1.6	0.0	0.0	0.0	6.3	13	78.1	7	56	
SOUTHAMPTON	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
SOUTHAMPTON	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	
SOUTHAMPTON	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.6	13	97	
SOUTHAMPTON	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.4	19	97	
SOUTHAMPTON	SOUTHAMPTON	FLYBE LTD	S	A	91	0	4	6.3	61.1	15.8	2.1	3.2	4.2	1.1	1.1	1.1	0.0	4.2	19	0.0	0	0	
SOUTHAMPTON	SOUTHAMPTON	FLYBE LTD	S	D	91	0	5	2.1	39.6	32.3	7.3	5.2	4.2	2.1	1.0	1.0	0.0	5.2	23	0.0	0	0	
<b>TOTAL GUERNSEY</b>					<b>1096</b>	<b>0</b>	<b>60</b>	<b>3.7</b>	<b>41.5</b>	<b>29.2</b>	<b>7.0</b>	<b>5.4</b>	<b>3.7</b>	<b>2.3</b>	<b>1.6</b>	<b>0.2</b>	<b>0.0</b>	<b>5.2</b>	<b>19</b>	<b>77.5</b>	<b>14</b>	<b>1217</b>	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											MAR 2017					
														NUMBER OF FLIGHTS											Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
														More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat				
HAHN		BIRMINGHAM	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5								
		BIRMINGHAM	TUI AIRWAYS LTD	C	A	2	0	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0								
		EDINBURGH	RYANAIR	S	A	3	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	3								
		EDINBURGH	RYANAIR	S	D	3	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	6	3								
		STANSTED	RYANAIR	S	A	31	0	0	0	6.5	32.3	25.8	9.7	9.7	12.9	0.0	3.2	0.0	0.0	26	96.8	1	31							
		STANSTED	RYANAIR	S	D	31	0	0	0	0.0	6.5	45.2	16.1	19.4	9.7	3.2	0.0	0.0	0.0	29	74.2	11	31							
		MANCHESTER	GERMANIA FLUGGESELLSCHAFT	S	A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	60	0.0	0	0								
<b>TOTAL HAHN</b>						<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>19.4</b>	<b>36.1</b>	<b>12.5</b>	<b>13.9</b>	<b>9.7</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>87.7</b>	<b>6</b>	<b>73</b>						
HALIFAX INT		HEATHROW	AIR CANADA	S	A	17	0	0	0	0.0	29.4	17.6	17.6	11.8	23.5	0.0	0.0	0.0	29	50.0	29	16								
		HEATHROW	AIR CANADA	S	D	17	0	0	0	0.0	35.3	52.9	0.0	11.8	0.0	0.0	0.0	0.0	7	81.3	23	16								
<b>TOTAL HALIFAX INT</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>35.3</b>	<b>8.8</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.6</b>	<b>26</b>	<b>32</b>							
HAMBURG		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	14									
		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	14									
		BIRMINGHAM	FLYBE LTD	S	A	19	0	3	4.5	18.2	13.6	18.2	4.5	18.2	4.5	0.0	4.5	0.0	13.6	84	0.0	0	0							
		BIRMINGHAM	FLYBE LTD	S	D	22	0	6	0.0	0.0	25.0	10.7	14.3	17.9	7.1	0.0	3.6	0.0	21.4	90	0.0	0	0							
		BIRMINGHAM	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	3									
		BIRMINGHAM	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3									
		BRISTOL	BMI REGIONAL	S	A	23	0	3	3.8	26.9	30.8	15.4	3.8	0.0	3.8	3.8	0.0	0.0	11.5	24	50.0	21	28							
		BRISTOL	BMI REGIONAL	S	D	23	0	3	0.0	30.8	30.8	7.7	7.7	7.7	0.0	3.8	0.0	0.0	11.5	23	80.0	11	28							
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	16	0	2	0.0	16.7	50.0	11.1	11.1	0.0	0.0	0.0	0.0	11.1	12	44.4	19	18								
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	16	0	2	0.0	22.2	55.6	5.6	5.6	0.0	0.0	0.0	0.0	11.1	7	77.8	7	18								
		EDINBURGH	RYANAIR	S	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0								
		EDINBURGH	RYANAIR	S	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0								
		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	43	1								
		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	0	1								
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	55	0	1	7.1	39.3	25.0	12.5	3.6	7.1	1.8	1.8	0.0	0.0	1.8	20	73.7	20	57							
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	1	0.0	14.3	41.1	26.8	8.9	5.4	1.8	0.0	0.0	0.0	1.8	19	56.9	18	58							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	75.0	0	3
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	80.0	2	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	6	18.1	40.3	24.2	6.7	3.4	2.7	0.7	0.0	0.0	0.0	4.0	8	91.9	5	148	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	144	0	6	0.0	38.7	42.0	6.7	6.0	2.7	0.0	0.0	0.0	0.0	4.0	9	90.5	5	148	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	81	0	3	3.6	33.3	28.6	14.3	11.9	4.8	0.0	0.0	0.0	0.0	3.6	15	78.7	8	75	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	81	0	3	0.0	20.2	35.7	19.0	8.3	11.9	0.0	1.2	0.0	0.0	3.6	23	74.7	9	75	
	HEATHROW	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	21	10		
	HEATHROW	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	25	10		
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.3	5	60		
	LONDON CITY	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.1	8	59		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	1	0.0	22.2	22.2	27.8	5.6	0.0	16.7	0.0	0.0	0.0	5.6	34	65.6	20	32	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	1	0.0	11.1	61.1	5.6	0.0	11.1	5.6	0.0	0.0	0.0	5.6	23	87.5	10	32	
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
	LUTON	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	STANSTED	BA CITYFLYER LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	STANSTED	RYANAIR	S	A	41	0	1	2.4	33.3	33.3	4.8	14.3	7.1	0.0	2.4	0.0	0.0	2.4	24	91.9	18	62	
	STANSTED	RYANAIR	S	D	41	0	1	0.0	7.1	50.0	14.3	11.9	11.9	2.4	0.0	0.0	0.0	2.4	26	80.6	11	62	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	9.1	20.5	13.6	18.2	13.6	11.4	9.1	4.5	0.0	0.0	43	86.2	8	29		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	0.0	29.5	25.0	11.4	13.6	11.4	6.8	2.3	0.0	0.0	36	86.2	5	29		
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	25	0	0	4.0	24.0	32.0	28.0	12.0	0.0	0.0	0.0	0.0	0.0	14	74.4	10	43		
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	0.0	24.0	32.0	32.0	8.0	4.0	0.0	0.0	0.0	0.0	15	76.7	9	43		
	MANCHESTER	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	3	7		
	MANCHESTER	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7		
	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	35.3	29.4	11.8	17.6	5.9	0.0	0.0	0.0	0.0	17	71.0	10	31		
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	41.2	41.2	5.9	11.8	0.0	0.0	0.0	0.0	0.0	8	96.8	4	31		
<b>TOTAL HAMBURG</b>					<b>976</b>	<b>0</b>	<b>43</b>	<b>4.1</b>	<b>28.4</b>	<b>32.8</b>	<b>13.2</b>	<b>8.4</b>	<b>6.1</b>	<b>1.9</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>4.2</b>	<b>21</b>	<b>80.7</b>	<b>10</b>	<b>1244</b>	
HANOI	HEATHROW	VIETNAM AIRLINES	S	A	18	0	0	16.7	27.8	27.8	5.6	22.2	0.0	0.0	0.0	0.0	0.0	11	77.8	10	18		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: H										PERCENTAGE OF FLIGHTS LATE				MAR 2017								
										NUMBER OF FLIGHTS																						
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat					
		HEATHROW	VIETNAM AIRLINES	S	D	18	0	0	0.0	61.1	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	10	18									
<b>TOTAL HANOI</b>						<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>44.4</b>	<b>30.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>10</b>	<b>36</b>										
HANOVER																																
		BIRMINGHAM	FLYBE LTD	S	A	25	0	6	3.2	12.9	25.8	6.5	6.5	16.1	9.7	0.0	0.0	0.0	19.4	39	91.7	5	36									
		BIRMINGHAM	FLYBE LTD	S	D	22	0	2	0.0	4.2	41.7	16.7	12.5	12.5	0.0	4.2	0.0	0.0	8.3	34	71.4	12	35									
		HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	1	40.5	35.7	15.5	3.6	1.2	2.4	0.0	0.0	0.0	0.0	1.2	4	96.6	3	87									
		HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	1	0.0	48.8	39.3	3.6	3.6	2.4	1.2	0.0	0.0	0.0	1.2	8	90.8	5	87									
		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
		STANSTED	EUROWINGS LUFTVERKEHRS	S	A	35	0	2	2.7	24.3	32.4	18.9	10.8	2.7	0.0	2.7	0.0	0.0	5.4	22	0.0	0	0									
		STANSTED	EUROWINGS LUFTVERKEHRS	S	D	35	0	2	0.0	27.0	21.6	18.9	16.2	8.1	0.0	2.7	0.0	0.0	5.4	30	0.0	0	0									
		STANSTED	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.5	6	27									
		STANSTED	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.2	6	27									
		MANCHESTER	FLYBE LTD	S	A	25	0	1	19.2	26.9	23.1	7.7	7.7	7.7	0.0	3.8	0.0	0.0	3.8	21	86.8	15	37									
		MANCHESTER	FLYBE LTD	S	D	25	0	1	0.0	0.0	57.7	19.2	3.8	11.5	0.0	3.8	0.0	0.0	3.8	28	86.8	5	37									
<b>TOTAL HANOVER</b>						<b>333</b>	<b>0</b>	<b>16</b>	<b>11.7</b>	<b>29.2</b>	<b>30.1</b>	<b>9.5</b>	<b>6.3</b>	<b>6.0</b>	<b>1.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>17</b>	<b>88.6</b>	<b>6</b>	<b>374</b>									
HAUGESUND																																
		GATWICK	SMALL PLANET AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	20	7									
		GATWICK	SMALL PLANET AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	25	7									
<b>TOTAL HAUGESUND</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>22</b>	<b>14</b>										
HAVANA																																
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	7.7	23.1	38.5	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	13	84.6	5	13									
		GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0.0	15.4	53.8	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	17	92.3	3	13									
<b>TOTAL HAVANA</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>46.2</b>	<b>11.5</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>88.5</b>	<b>4</b>	<b>26</b>									
HAWARDEN																																
		BRISTOL	EASTERN AIRWAYS	C	A	22	0	0	4.5	63.6	18.2	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	96.2	1	26									
		BRISTOL	EASTERN AIRWAYS	C	D	24	0	0	12.5	41.7	25.0	4.2	8.3	8.3	0.0	0.0	0.0	0.0	0.0	13	88.9	5	27									
<b>TOTAL HAWARDEN</b>						<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>52.2</b>	<b>21.7</b>	<b>6.5</b>	<b>6.5</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>92.5</b>	<b>3</b>	<b>53</b>									
HEATHROW																																
		ABERDEEN	BRITISH AIRWAYS PLC	S	A	206	0	8	9.3	48.1	22.9	5.6	6.1	1.4	0.9	1.9	0.0	0.0	3.7	12	89.0	6	209									
		ABERDEEN	BRITISH AIRWAYS PLC	S	D	205	0	8	2.3	57.3	17.4	7.5	6.1	1.4	1.9	2.3	0.0	0.0	3.8	15	88.5	4	209									

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2017		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
ABERDEEN	FLYBE LTD	S A	75	0	5	53.8	22.5	7.5	2.5	1.3	6.3	0.0	0.0	0.0	0.0	6.3	7	100.0	0	17					
ABERDEEN	FLYBE LTD	S D	76	0	4	0.0	45.0	30.0	8.8	6.3	2.5	2.5	0.0	0.0	0.0	5.0	12	70.6	10	17					
BELFAST CITY (GEORGE BEST)	AER LINGUS	S A	86	0	7	15.1	37.6	25.8	1.1	5.4	6.5	1.1	0.0	0.0	0.0	7.5	12	89.1	5	91					
BELFAST CITY (GEORGE BEST)	AER LINGUS	S D	86	0	7	3.2	47.3	30.1	4.3	5.4	2.2	0.0	0.0	0.0	0.0	7.5	7	89.1	5	91					
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S A	120	0	3	8.9	37.4	35.0	10.6	0.8	4.9	0.0	0.0	0.0	0.0	2.4	9	91.6	5	164					
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S D	120	0	3	0.0	61.8	23.6	4.9	2.4	4.9	0.0	0.0	0.0	0.0	2.4	7	88.6	6	164					
BELFAST INTERNATIONAL	AER LINGUS	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
BIRMINGHAM	FLYBE LTD	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
EDINBURGH	BRITISH AIRWAYS PLC	S A	274	0	19	8.2	44.7	25.9	7.2	2.7	3.4	1.4	0.0	0.0	0.0	6.5	9	88.2	6	303					
EDINBURGH	BRITISH AIRWAYS PLC	S D	272	0	20	2.4	59.2	19.2	4.5	2.7	3.4	1.7	0.0	0.0	0.0	6.8	9	85.8	6	301					
EDINBURGH	FLYBE LTD	S A	102	0	8	27.3	48.2	10.9	1.8	2.7	0.9	0.9	0.0	0.0	0.0	7.3	4	100.0	1	23					
EDINBURGH	FLYBE LTD	S D	104	0	8	0.0	25.0	56.3	5.4	4.5	0.0	1.8	0.0	0.0	0.0	7.1	9	79.2	13	23					
GLASGOW	BRITISH AIRWAYS PLC	S A	243	0	16	3.5	39.0	29.7	8.9	8.1	3.1	1.2	0.4	0.0	0.0	6.2	13	88.0	6	274					
GLASGOW	BRITISH AIRWAYS PLC	S D	244	0	17	0.8	53.6	24.1	5.7	5.7	2.7	0.8	0.0	0.0	0.0	6.5	9	84.9	6	271					
GLASGOW	FLYBE LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0					
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S A	47	0	7	9.3	42.6	22.2	5.6	5.6	1.9	0.0	0.0	0.0	0.0	13.0	8	90.9	4	88					
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S D	46	0	8	5.6	44.4	18.5	5.6	7.4	1.9	0.0	1.9	0.0	0.0	14.8	14	85.2	6	88					
GATWICK	BRITISH AIRWAYS PLC	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0					
GATWICK	BRITISH AIRWAYS PLC	C D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0					
GATWICK	ETIHAD AIRWAYS	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1					
MANCHESTER	BRITISH AIRWAYS PLC	S A	224	0	11	4.3	43.0	27.2	8.5	6.4	3.4	1.7	0.9	0.0	0.0	4.7	15	88.0	5	241					
MANCHESTER	BRITISH AIRWAYS PLC	S D	225	0	11	0.8	41.9	31.8	7.6	5.9	4.7	1.3	1.3	0.0	0.0	4.7	16	87.2	6	242					
MANCHESTER	UNITED AIRLINES	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0					
NEWCASTLE	BRITISH AIRWAYS PLC	S A	171	0	8	2.2	42.5	35.8	6.1	3.9	3.9	0.6	0.6	0.0	0.0	4.5	11	89.8	5	177					
NEWCASTLE	BRITISH AIRWAYS PLC	S D	171	0	8	0.0	43.0	35.2	6.7	4.5	5.6	0.6	0.0	0.0	0.0	4.5	12	89.3	7	177					
<b>TOTAL HEATHROW</b>			<b>3101</b>	<b>0</b>	<b>188</b>	<b>5.8</b>	<b>45.8</b>	<b>26.6</b>	<b>6.3</b>	<b>4.8</b>	<b>3.3</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>11</b>	<b>88.0</b>	<b>6</b>	<b>3171</b>					
HELSINKI																									
	BIRMINGHAM	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	77	0.0	0	0					
	EDINBURGH	FINNAIR	S A	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	13	2					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017					
												NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
												More than 15 m early	15 m to 30 m late	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EDINBURGH	FINNAIR	S	D	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	67	50.0	14	2						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	57	0	0	8.8	40.4	29.8	14.0	3.5	0.0	1.8	0.0	1.8	0.0	0.0	17	65.5	18	58						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	58	0	0	0.0	17.2	41.4	19.0	15.5	3.4	1.7	0.0	1.7	0.0	0.0	32	48.3	27	58						
HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	22.6	37.1	27.4	6.5	4.8	0.0	1.6	0.0	0.0	0.0	0.0	7	87.1	6	62						
HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	48.4	30.6	9.7	6.5	3.2	1.6	0.0	0.0	0.0	0.0	12	95.2	4	62						
HEATHROW	FINNAIR	S	A	150	0	4	2.6	41.6	37.0	7.1	7.8	1.3	0.0	0.0	0.0	0.0	2.6	9	79.2	9	154						
HEATHROW	FINNAIR	S	D	151	0	4	0.0	26.5	46.5	11.6	10.3	1.9	0.6	0.0	0.0	0.0	2.6	12	75.3	12	154						
MANCHESTER	FINNAIR	S	A	62	0	0	6.5	32.3	46.8	11.3	1.6	1.6	0.0	0.0	0.0	0.0	0.0	7	79.0	7	59						
MANCHESTER	FINNAIR	S	D	62	0	0	0.0	25.8	58.1	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.9	6	59						
MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0						
<b>TOTAL HELSINKI</b>				<b>672</b>	<b>0</b>	<b>8</b>	<b>4.0</b>	<b>33.7</b>	<b>40.1</b>	<b>11.3</b>	<b>6.9</b>	<b>1.6</b>	<b>0.7</b>	<b>0.1</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>13</b>	<b>76.9</b>	<b>11</b>	<b>670</b>						
HERAKLION																											
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0						
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0						
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	5	6						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	10	6						
GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	42	1						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	10	1						
<b>TOTAL HERAKLION</b>				<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>34.3</b>	<b>51.4</b>	<b>8.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.4</b>	<b>10</b>	<b>14</b>						
HO CHI MINH CITY																											
HEATHROW	VIETNAM AIRLINES	S	A	13	0	0	15.4	15.4	23.1	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	46.2	16	13						
HEATHROW	VIETNAM AIRLINES	S	D	13	0	0	0.0	46.2	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	10	13						
<b>TOTAL HO CHI MINH CITY</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>26.9</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.4</b>	<b>13</b>	<b>26</b>						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE													MAR 2017			
						NUMBER OF FLIGHTS																		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
HOLGUIN (FRANK PAIS)																								
	GATWICK			THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	40.0	31	5	
	GATWICK			THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	35	4	
	MANCHESTER			THOMAS COOK AIRLINES LTD	S	A	7	0	0	14.3	14.3	28.6	0.0	28.6	14.3	0.0	0.0	0.0	0.0	25	75.0	14	8	
	MANCHESTER			THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	0.0	42.9	14.3	14.3	28.6	0.0	0.0	0.0	0.0	38	87.5	14	8	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>							<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>9.1</b>	<b>45.5</b>	<b>9.1</b>	<b>13.6</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>68.0</b>	<b>21</b>	<b>25</b>	
HONG KONG (CHEK LAP KOK)																								
	GATWICK			CATHAY PACIFIC AIRWAYS	S	A	29	0	0	17.2	24.1	20.7	13.8	17.2	0.0	3.4	3.4	0.0	0.0	0.0	23	72.2	9	18
	GATWICK			CATHAY PACIFIC AIRWAYS	S	D	29	0	0	0.0	65.5	24.1	3.4	0.0	6.9	0.0	0.0	0.0	0.0	6	100.0	1	18	
	HEATHROW			BRITISH AIRWAYS PLC	S	A	62	0	0	1.6	38.7	37.1	21.0	0.0	0.0	1.6	0.0	0.0	0.0	9	93.5	3	62	
	HEATHROW			BRITISH AIRWAYS PLC	S	D	63	0	0	0.0	6.3	52.4	19.0	7.9	7.9	3.2	3.2	0.0	0.0	32	85.5	7	62	
	HEATHROW			CATHAY PACIFIC AIRWAYS	S	A	153	0	2	14.2	23.2	25.8	18.1	16.8	0.6	0.0	0.0	0.0	0.0	14	81.2	7	149	
	HEATHROW			CATHAY PACIFIC AIRWAYS	S	D	153	0	2	0.6	51.0	24.5	13.5	7.7	1.3	0.0	0.0	0.0	0.0	8	83.9	8	149	
	HEATHROW			VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	0	0	0.0	39.3	39.3	14.3	3.6	3.6	0.0	0.0	0.0	0.0	10	93.1	3	29	
	HEATHROW			VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	0	0.0	72.4	10.3	6.9	6.9	3.4	0.0	0.0	0.0	0.0	9	96.6	4	29	
	LUTON			VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER			CATHAY PACIFIC AIRWAYS	S	A	29	0	0	10.3	17.2	34.5	20.7	13.8	3.4	0.0	0.0	0.0	0.0	16	88.2	4	17	
	MANCHESTER			CATHAY PACIFIC AIRWAYS	S	D	29	0	0	0.0	65.5	27.6	0.0	3.4	3.4	0.0	0.0	0.0	0.0	6	94.1	5	17	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>							<b>604</b>	<b>0</b>	<b>4</b>	<b>5.3</b>	<b>37.0</b>	<b>29.4</b>	<b>15.0</b>	<b>9.2</b>	<b>2.3</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>86.2</b>	<b>6</b>	<b>551</b>
HOUSTON																								
	HEATHROW			BRITISH AIRWAYS PLC	S	A	55	0	0	7.3	20.0	29.1	29.1	10.9	1.8	1.8	0.0	0.0	0.0	17	77.8	15	54	
	HEATHROW			BRITISH AIRWAYS PLC	S	D	56	0	0	0.0	16.1	39.3	26.8	14.3	1.8	1.8	0.0	0.0	0.0	18	81.8	17	55	
	HEATHROW			UNITED AIRLINES	S	A	57	0	2	8.5	27.1	32.2	11.9	6.8	10.2	0.0	0.0	0.0	0.0	3.4	16	83.6	10	61
	HEATHROW			UNITED AIRLINES	S	D	57	0	2	0.0	52.5	25.4	1.7	11.9	5.1	0.0	0.0	0.0	0.0	3.4	11	88.5	11	61
	MANCHESTER			SINGAPORE AIRLINES	S	A	22	0	0	18.2	31.8	36.4	9.1	0.0	4.5	0.0	0.0	0.0	0.0	9	95.5	3	22	
	MANCHESTER			SINGAPORE AIRLINES	S	D	22	0	0	0.0	27.3	45.5	9.1	13.6	4.5	0.0	0.0	0.0	0.0	12	81.8	9	22	
<b>TOTAL HOUSTON</b>							<b>269</b>	<b>0</b>	<b>4</b>	<b>4.8</b>	<b>29.3</b>	<b>33.0</b>	<b>15.8</b>	<b>10.3</b>	<b>4.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>15</b>	<b>84.0</b>	<b>12</b>	<b>275</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: H																	MAR 2017			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
		-----						-----											-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HUMBERSIDE	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.2	20	68
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	73.1	16	67
	ABERDEEN	FLYBE LTD	S	A	53	0	17	1.4	17.1	21.4	10.0	12.9	7.1	4.3	0.0	1.4	0.0	24.3	37	0.0	0	0
	ABERDEEN	FLYBE LTD	S	D	53	0	14	0.0	4.5	35.8	10.4	17.9	9.0	0.0	1.5	0.0	0.0	20.9	28	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	59	0.0	0	0
	BIRMINGHAM	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	127	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	CARDIFF WALES	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	CARDIFF WALES	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	A	3	0	0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	A	3	0	0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	49	4
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	D	3	0	0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	38	66.7	17	3
	DURHAM TEES VALLEY	FLYBE LTD	S	D	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL HUMBERSIDE</b>					<b>123</b>	<b>0</b>	<b>32</b>	<b>3.9</b>	<b>11.6</b>	<b>27.7</b>	<b>10.3</b>	<b>14.2</b>	<b>7.7</b>	<b>2.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>20.6</b>	<b>31</b>	<b>69.7</b>	<b>18</b>	<b>145</b>
HURGHADA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	17	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	11	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	15	0	0	6.7	13.3	46.7	13.3	13.3	0.0	0.0	6.7	0.0	0.0	0.0	26	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	7.1	50.0	21.4	14.3	0.0	0.0	7.1	0.0	0.0	0.0	31	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	A	3	0	0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	4	0	1	20.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	10	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	6	0	1	0.0	0.0	42.9	28.6	0.0	0.0	14.3	0.0	0.0	0.0	14.3	31	0.0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	1	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	7	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	38.5	0.0	15.4	0.0	30.8	7.7	7.7	0.0	0.0	0.0	63	30.0	33	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	0.0	53.8	15.4	15.4	7.7	7.7	0.0	0.0	0.0	0.0	33	33.3	31	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.2	14	23
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.2	10	22
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	26	0	0	15.4	23.1	42.3	11.5	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	27	0	0	0.0	11.1	63.0	3.7	14.8	7.4	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	44.4	28	9
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	21	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	10	22
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.5	5	22
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	31	0	0	9.7	25.8	25.8	16.1	16.1	6.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	30	0	0	0.0	20.0	56.7	13.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	18	9
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	7	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL HURGHADA</b>					<b>247</b>	<b>0</b>	<b>3</b>	<b>4.0</b>	<b>18.8</b>	<b>46.0</b>	<b>13.6</b>	<b>8.8</b>	<b>5.2</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>19</b>	<b>67.6</b>	<b>15</b>	<b>169</b>
HYDERABAD ( RAJIV GHANDI )																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	25.8	16.1	16.1	6.5	6.5	3.2	0.0	0.0	0.0	0.0	16	93.5	3	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	45.2	32.3	12.9	6.5	3.2	0.0	0.0	0.0	0.0	26	74.2	11	31
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>12.9</b>	<b>30.6</b>	<b>24.2</b>	<b>9.7</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.9</b>	<b>7</b>	<b>62</b>



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: I											PERCENTAGE OF FLIGHTS LATE					MAR 2017				
						NUMBER OF FLIGHTS																				
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
IASI																										
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	15	0	0	33.3	53.3	0.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	7	16				
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	15	0	0	0.0	33.3	46.7	0.0	13.3	0.0	6.7	0.0	0.0	0.0	0.0	17	68.8	9	16				
	LUTON	TAROM	S	A	8	0	1	11.1	22.2	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	11.1	18	81.8	8	11				
	LUTON	TAROM	S	D	8	0	1	0.0	11.1	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	11.1	23	72.7	9	11				
	LUTON	WIZZ AIR	S	A	29	0	0	51.7	17.2	6.9	3.4	13.8	6.9	0.0	0.0	0.0	0.0	0.0	15	91.3	3	23				
	LUTON	WIZZ AIR	S	D	29	0	0	0.0	20.7	44.8	10.3	10.3	3.4	10.3	0.0	0.0	0.0	0.0	27	52.2	17	23				
<b>TOTAL IASI</b>					<b>104</b>	<b>0</b>	<b>2</b>	<b>19.8</b>	<b>25.5</b>	<b>25.5</b>	<b>7.5</b>	<b>10.4</b>	<b>5.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>74.0</b>	<b>9</b>	<b>100</b>				
IBIZA																										
	BIRMINGHAM	RYANAIR	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2				
	BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	20	2				
	BRISTOL	RYANAIR	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	3				
	BRISTOL	RYANAIR	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	3				
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1				
	EDINBURGH	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	13	2				
	EDINBURGH	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2				
	LEEDS BRADFORD	RYANAIR	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2				
	LEEDS BRADFORD	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2				
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	3	0	0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	2				
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	7	2				
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0				
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0				
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1				
	GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1				
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	1				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	8	1				
	LONDON CITY	BA CITYFLYER LTD	S	A	28	0	1	3.4	41.4	34.5	0.0	6.9	6.9	0.0	3.4	0.0	0.0	3.4	20	76.7	17	30				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LONDON CITY	BA CITYFLYER LTD	S	D	29	0	1	0.0	10.0	60.0	10.0	10.0	3.3	0.0	3.3	0.0	0.0	3.3	21	50.0	22	30	
	STANSTED	RYANAIR	S	A	12	0	0	0.0	50.0	25.0	8.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	22	90.0	25	10	
	STANSTED	RYANAIR	S	D	12	0	0	0.0	0.0	25.0	50.0	8.3	8.3	8.3	0.0	0.0	0.0	0.0	36	100.0	2	10	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	MANCHESTER	RYANAIR	S	A	7	0	0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	9	5	
	MANCHESTER	RYANAIR	S	D	7	0	0	0.0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	5	5	
<b>TOTAL IBIZA</b>					<b>134</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>24.3</b>	<b>47.1</b>	<b>9.6</b>	<b>5.9</b>	<b>4.4</b>	<b>0.7</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>16</b>	<b>77.3</b>	<b>14</b>	<b>119</b>	
ILHA DO SAL C.VERDE																							
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	55	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	9	0	0	0.0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	77.8	13	9	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	5	9	
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	576	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	220	5	
	BRISTOL	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5	
	GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	97	80.0	7	5	
	GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	99	100.0	0	5	
	LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	40.0	18	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	7	5	
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	26	5	
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	5	
	GATWICK	TUI AIRWAYS LTD	S	A	17	0	0	0.0	17.6	41.2	11.8	23.5	5.9	0.0	0.0	0.0	0.0	0.0	19	15.4	39	13	
	GATWICK	TUI AIRWAYS LTD	S	D	17	0	0	0.0	5.9	76.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	12	69.2	14	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	18	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	18	8	
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	S	A	8	0	0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	6	9	
	MANCHESTER	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	87.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	4	9	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>16.1</b>	<b>51.7</b>	<b>11.0</b>	<b>11.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.8</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>72.9</b>	<b>23</b>	<b>118</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
INNSBRUCK	BIRMINGHAM	AUSTRIAN AIRLINES	C	A	5	0	0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	46	100.0	0	4
	BIRMINGHAM	AUSTRIAN AIRLINES	C	D	5	0	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	56	75.0	6	4
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	5
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	52	100.0	2	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	60	100.0	5	4
	BRISTOL	AUSTRIAN AIRLINES	C	A	10	0	0	0.0	50.0	30.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	16	75.0	19	8
	BRISTOL	AUSTRIAN AIRLINES	C	D	10	0	0	0.0	40.0	30.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	19	87.5	8	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	7	0	1	12.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	12.5	0.0	12.5	94	62.5	14	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	7	0	1	0.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	12.5	0.0	12.5	97	75.0	14	8
	EAST MIDLANDS INTERNATIONAL	DUCAIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	AUSTRIAN AIRLINES	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4
	EDINBURGH	AUSTRIAN AIRLINES	C	D	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	44	100.0	10	4
	EDINBURGH	TUI AIRWAYS LTD	C	A	5	0	0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	75.0	11	4
	EDINBURGH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	35	50.0	18	4
	GATWICK	AUSTRIAN AIRLINES	C	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	AUSTRIAN AIRLINES	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GATWICK	AUSTRIAN AIRLINES	S	A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	4
	GATWICK	AUSTRIAN AIRLINES	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	8	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	30.0	40.0	15.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	11	95.0	4	20
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	0.0	50.0	35.0	0.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	12	80.0	8	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	22.1	31.2	27.3	5.2	6.5	6.5	1.3	0.0	0.0	0.0	0.0	13	85.7	12	77
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	0.0	32.5	48.1	5.2	9.1	3.9	1.3	0.0	0.0	0.0	0.0	12	81.8	7	77
	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	2	17
	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	17

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
GATWICK	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4
GATWICK	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4
GATWICK	THOMAS COOK AIRLINES LTD	S A	19	0	0	31.6	26.3	15.8	10.5	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	4
GATWICK	THOMAS COOK AIRLINES LTD	S D	19	0	0	0.0	42.1	42.1	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	12	4
GATWICK	TUI AIRWAYS LTD	C A	10	0	0	10.0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	8
GATWICK	TUI AIRWAYS LTD	C D	10	0	0	0.0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	8	8
HEATHROW	BRITISH AIRWAYS PLC	S A	28	0	0	14.3	35.7	25.0	7.1	10.7	3.6	3.6	0.0	0.0	0.0	0.0	0.0	16	100.0	2	16
HEATHROW	BRITISH AIRWAYS PLC	S D	28	0	0	0.0	42.9	42.9	10.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	11	100.0	1	16
LUTON	EASYJET AIRLINE COMPANY LTD	S A	13	0	0	7.7	23.1	46.2	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	9	9
LUTON	EASYJET AIRLINE COMPANY LTD	S D	13	0	0	0.0	7.7	53.8	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	8	9
STANSTED	AUSTRIAN AIRLINES	C A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	0	4
STANSTED	AUSTRIAN AIRLINES	C D	4	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50	100.0	3	3
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	1	4
STANSTED	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	6	4
MANCHESTER	AUSTRIAN AIRLINES	C A	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	6	4
MANCHESTER	AUSTRIAN AIRLINES	C D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	5	4
MANCHESTER	FLYBE LTD	S A	4	0	0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	45	75.0	20	4
MANCHESTER	FLYBE LTD	S D	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	49	75.0	31	4
MANCHESTER	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9
MANCHESTER	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	2	9
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	9	0	0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	7
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	8
MANCHESTER	TUI AIRWAYS LTD	C A	9	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	8	8
MANCHESTER	TUI AIRWAYS LTD	C D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	57.1	15	7
NEWCASTLE	TUI AIRWAYS LTD	S A	4	0	0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	73	100.0	2	4
NEWCASTLE	TUI AIRWAYS LTD	S D	3	0	0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	123	33.3	20	3
SOUTHAMPTON	AUSTRIAN AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: I										MAR 2017							
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE												
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SOUTHAMPTON		AUSTRIAN AIRLINES		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2					
<b>TOTAL INNSBRUCK</b>						<b>501</b>	<b>0</b>	<b>2</b>	<b>9.9</b>	<b>32.0</b>	<b>34.2</b>	<b>7.6</b>	<b>7.4</b>	<b>5.4</b>	<b>1.8</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>87.6</b>	<b>7</b>	<b>483</b>				
INVERNESS		BELFAST CITY (GEORGE BEST)		S	A	21	0	0	9.5	42.9	28.6	9.5	0.0	0.0	9.5	0.0	0.0	0.0	0.0	17	94.7	3	19				
		BELFAST CITY (GEORGE BEST)		S	D	21	0	0	0.0	33.3	47.6	9.5	0.0	0.0	9.5	0.0	0.0	0.0	0.0	17	100.0	0	19				
		BIRMINGHAM		S	A	31	0	0	6.5	25.8	45.2	3.2	12.9	3.2	0.0	3.2	0.0	0.0	0.0	21	61.3	22	31				
		BIRMINGHAM		S	D	32	0	0	0.0	25.0	50.0	12.5	3.1	9.4	0.0	0.0	0.0	0.0	0.0	13	58.1	26	31				
		BRISTOL		S	A	18	0	3	9.5	33.3	14.3	9.5	9.5	4.8	4.8	0.0	0.0	0.0	14.3	24	73.7	12	19				
		BRISTOL		S	D	18	0	3	0.0	33.3	23.8	9.5	9.5	4.8	4.8	0.0	0.0	0.0	14.3	23	75.0	12	20				
		GLASGOW		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3					
		GLASGOW		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
		GATWICK		S	A	79	0	0	24.1	29.1	30.4	6.3	7.6	2.5	0.0	0.0	0.0	0.0	0.0	9	73.8	15	80				
		GATWICK		S	D	79	0	0	0.0	32.9	48.1	6.3	5.1	5.1	2.5	0.0	0.0	0.0	0.0	14	62.5	18	80				
		HEATHROW		S	A	28	0	0	28.6	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.4	8	31				
		HEATHROW		S	D	28	0	0	0.0	39.3	46.4	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	93.5	3	31				
		LUTON		S	A	36	0	0	2.8	30.6	33.3	8.3	5.6	16.7	2.8	0.0	0.0	0.0	0.0	24	52.9	27	34				
		LUTON		S	D	36	0	0	0.0	22.2	38.9	5.6	19.4	13.9	0.0	0.0	0.0	0.0	0.0	24	50.0	26	34				
		STANSTED		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0				
		MANCHESTER		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.0	14	77				
		MANCHESTER		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.0	13	77				
		MANCHESTER		S	A	76	0	0	31.6	46.1	18.4	1.3	1.3	0.0	0.0	1.3	0.0	0.0	0.0	6	0.0	0	0				
		MANCHESTER		S	D	76	0	0	0.0	51.3	42.1	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0				
<b>TOTAL INVERNESS</b>						<b>580</b>	<b>0</b>	<b>6</b>	<b>9.9</b>	<b>36.3</b>	<b>35.2</b>	<b>5.8</b>	<b>6.0</b>	<b>3.9</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>75.6</b>	<b>15</b>	<b>587</b>				
IRELAND WEST(KNOCK)		BELFAST CITY (GEORGE BEST)		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1					
		BIRMINGHAM		S	A	19	0	0	21.1	21.1	31.6	5.3	10.5	10.5	0.0	0.0	0.0	0.0	0.0	15	77.8	13	18				
		BIRMINGHAM		S	D	19	0	1	0.0	20.0	45.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	5.0	18	66.7	21	18				
		BRISTOL		S	A	3	0	0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	87	100.0	1	3				
		BRISTOL		S	D	3	0	0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	92	100.0	2	3				
		EAST MIDLANDS INTERNATIONAL		S	A	18	0	1	0.0	31.6	21.1	15.8	21.1	5.3	0.0	0.0	0.0	0.0	5.3	20	84.2	7	19				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	18	0	1	0.0	10.5	52.6	21.1	10.5	0.0	0.0	0.0	0.0	0.0	5.3	14	78.9	8	19	
	EDINBURGH	FLYBE LTD	S	A	18	0	1	26.3	52.6	0.0	5.3	0.0	5.3	5.3	0.0	0.0	0.0	5.3	15	76.5	15	17	
	EDINBURGH	FLYBE LTD	S	D	18	0	1	0.0	26.3	52.6	0.0	5.3	5.3	0.0	0.0	0.0	0.0	5.3	17	70.6	14	17	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	25	0	1	15.4	61.5	3.8	3.8	3.8	3.8	0.0	3.8	0.0	0.0	3.8	13	96.2	2	26	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	25	0	1	0.0	34.6	46.2	7.7	3.8	3.8	0.0	0.0	0.0	0.0	3.8	6	96.2	2	26	
	GATWICK	AER LINGUS	S	A	27	0	3	20.0	26.7	26.7	3.3	13.3	0.0	0.0	0.0	0.0	0.0	10.0	9	84.4	6	32	
	GATWICK	AER LINGUS	S	D	28	0	2	0.0	40.0	26.7	16.7	6.7	3.3	0.0	0.0	0.0	0.0	6.7	11	80.6	9	31	
	LUTON	RYANAIR	S	A	28	0	1	3.4	48.3	34.5	3.4	0.0	0.0	3.4	0.0	3.4	0.0	3.4	34	93.1	4	29	
	LUTON	RYANAIR	S	D	29	0	1	0.0	26.7	40.0	20.0	3.3	0.0	3.3	0.0	3.3	0.0	3.3	38	89.7	5	29	
	STANSTED	RYANAIR	S	A	40	0	3	4.7	39.5	32.6	9.3	4.7	2.3	0.0	0.0	0.0	0.0	7.0	9	84.1	6	44	
	STANSTED	RYANAIR	S	D	42	0	2	0.0	6.8	68.2	15.9	2.3	2.3	0.0	0.0	0.0	0.0	4.5	9	86.4	6	44	
	MANCHESTER	FLYBE LTD	S	A	19	0	1	0.0	30.0	45.0	5.0	10.0	5.0	0.0	0.0	0.0	0.0	5.0	13	84.2	11	18	
	MANCHESTER	FLYBE LTD	S	D	19	0	1	0.0	10.0	55.0	25.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	11	89.5	12	19	
<b>TOTAL IRELAND WEST (KNOCK)</b>					<b>398</b>	<b>0</b>	<b>21</b>	<b>5.3</b>	<b>30.1</b>	<b>37.0</b>	<b>11.2</b>	<b>6.0</b>	<b>3.3</b>	<b>1.0</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>5.0</b>	<b>17</b>	<b>85.0</b>	<b>8</b>	<b>413</b>	
ISLAMABAD																							
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	14	0	0	7.1	14.3	28.6	14.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	26	40.0	112	14	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	14	0	0	0.0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	24	26.7	120	14	
	DONCASTER SHEFFIELD	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	75	1	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	22	0	0	0.0	27.3	22.7	22.7	13.6	9.1	0.0	4.5	0.0	0.0	0.0	31	50.0	37	22	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	22	0	0	0.0	9.1	40.9	13.6	9.1	22.7	0.0	4.5	0.0	0.0	0.0	36	58.8	28	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	31	0	0	6.5	12.9	45.2	12.9	3.2	12.9	3.2	0.0	3.2	0.0	0.0	36	48.4	51	31	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	32	0	1	0.0	15.2	42.4	6.1	12.1	9.1	6.1	3.0	3.0	0.0	3.0	48	61.3	50	31	
<b>TOTAL ISLAMABAD</b>					<b>137</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>15.2</b>	<b>37.7</b>	<b>13.0</b>	<b>13.0</b>	<b>12.3</b>	<b>2.2</b>	<b>2.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.7</b>	<b>36</b>	<b>49.2</b>	<b>59</b>	<b>130</b>	
ISLAY																							
	GLASGOW	LOGANAIR LTD	S	A	55	0	2	14.0	49.1	15.8	3.5	8.8	0.0	3.5	1.8	0.0	0.0	3.5	16	68.4	31	57	
	GLASGOW	LOGANAIR LTD	S	D	54	0	2	0.0	42.9	42.9	1.8	3.6	3.6	1.8	0.0	0.0	0.0	3.6	10	70.7	21	58	
<b>TOTAL ISLAY</b>					<b>109</b>	<b>0</b>	<b>4</b>	<b>7.1</b>	<b>46.0</b>	<b>29.2</b>	<b>2.7</b>	<b>6.2</b>	<b>1.8</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>13</b>	<b>69.6</b>	<b>26</b>	<b>115</b>	
ISLE OF MAN																							
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	66.7	10	14	
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	9	14	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S A	24	0	2	0.0	34.6	26.9	7.7	15.4	0.0	7.7	0.0	0.0	0.0	7.7	24	0.0	0	0			
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S D	24	0	2	0.0	38.5	30.8	15.4	0.0	0.0	7.7	0.0	0.0	0.0	7.7	20	0.0	0	0			
BELFAST CITY (GEORGE BEST)	VANAIR EUROPE AS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	10	19			
BELFAST CITY (GEORGE BEST)	VANAIR EUROPE AS	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	11	19			
BIRMINGHAM	FLYBE LTD	S A	35	0	1	0.0	30.6	33.3	13.9	13.9	0.0	2.8	2.8	0.0	0.0	2.8	26	69.4	19	35			
BIRMINGHAM	FLYBE LTD	S D	35	0	1	0.0	8.3	36.1	22.2	19.4	8.3	0.0	0.0	2.8	0.0	2.8	33	71.1	17	38			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	7	0	2	0.0	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22.2	5	88.9	32	9			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	7	0	2	0.0	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	22.2	3	100.0	1	9			
EDINBURGH	LOGANAIR LTD	S A	8	0	1	22.2	33.3	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	11.1	20	0.0	0	0			
EDINBURGH	LOGANAIR LTD	S D	8	0	1	0.0	11.1	44.4	0.0	22.2	0.0	11.1	0.0	0.0	0.0	11.1	29	0.0	0	0			
GLASGOW	FLYBE LTD	S A	10	0	2	58.3	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	16.7	4	0.0	0	0			
GLASGOW	FLYBE LTD	S D	10	0	2	0.0	0.0	33.3	8.3	41.7	0.0	0.0	0.0	0.0	0.0	16.7	33	0.0	0	0			
GLASGOW	VANAIR EUROPE AS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	29	8			
GLASGOW	VANAIR EUROPE AS	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	28	8			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	43	0	2	24.4	46.7	13.3	4.4	2.2	2.2	0.0	2.2	0.0	0.0	4.4	9	79.1	10	41			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	43	0	2	0.0	62.2	20.0	4.4	4.4	2.2	2.2	0.0	0.0	0.0	4.4	11	81.8	8	43			
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S A	108	0	2	5.5	43.6	32.7	6.4	5.5	2.7	1.8	0.0	0.0	0.0	1.8	11	86.6	5	109			
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S D	109	0	1	0.0	22.7	62.7	2.7	4.5	4.5	1.8	0.0	0.0	0.0	0.9	10	86.6	6	111			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	54	0	2	10.7	37.5	26.8	12.5	3.6	5.4	0.0	0.0	0.0	0.0	3.6	11	72.1	17	61			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	54	0	2	0.0	42.9	39.3	8.9	1.8	3.6	0.0	0.0	0.0	0.0	3.6	8	72.6	10	61			
LONDON CITY	BA CITYFLYER LTD	S A	73	0	3	10.5	44.7	26.3	7.9	1.3	2.6	1.3	1.3	0.0	0.0	3.9	13	88.4	6	86			
LONDON CITY	BA CITYFLYER LTD	S D	74	0	3	0.0	22.1	42.9	14.3	10.4	3.9	1.3	1.3	0.0	0.0	3.9	20	82.8	12	87			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	4	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	9	4			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	33	60.0	18	5			
MANCHESTER	FLYBE LTD	S A	139	0	2	0.7	37.6	34.8	12.1	7.8	2.8	1.4	0.7	0.7	0.0	1.4	26	80.4	8	141			
MANCHESTER	FLYBE LTD	S D	138	0	3	0.0	17.7	51.1	13.5	10.6	3.5	1.4	0.0	0.0	0.0	2.1	15	78.3	10	142			
NEWCASTLE	EASTERN AIRWAYS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	12			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017				
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NEWCASTLE	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.7	9	11				
NEWCASTLE	FLYBE LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0				
NEWCASTLE	VANAIR EUROPE AS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1					
NEWCASTLE	VANAIR EUROPE AS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1					
<b>TOTAL ISLE OF MAN</b>				<b>1014</b>	<b>0</b>	<b>39</b>	<b>4.1</b>	<b>32.6</b>	<b>36.8</b>	<b>9.7</b>	<b>7.7</b>	<b>3.2</b>	<b>1.6</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>3.7</b>	<b>16</b>	<b>80.8</b>	<b>10</b>	<b>1089</b>					
ISLES OF SCILLY (ST.MARYS)																										
EXETER	ISLES OF SCILLY SKYBUS	S	A	17	0	0	5.9	11.8	58.8	11.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	17	68.4	23	19					
EXETER	ISLES OF SCILLY SKYBUS	S	D	21	0	0	4.8	42.9	42.9	0.0	0.0	4.8	4.8	0.0	0.0	0.0	0.0	14	72.2	25	18					
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>				<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>28.9</b>	<b>50.0</b>	<b>5.3</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>70.3</b>	<b>24</b>	<b>37</b>					
ISTANBUL																										
BIRMINGHAM	THY TURKISH AIRLINES	S	A	46	0	0	8.7	34.8	37.0	8.7	4.3	2.2	4.3	0.0	0.0	0.0	0.0	14	69.8	10	43					
BIRMINGHAM	THY TURKISH AIRLINES	S	D	46	0	1	0.0	2.1	51.1	23.4	10.6	4.3	2.1	4.3	0.0	0.0	2.1	31	65.1	16	43					
EDINBURGH	THY TURKISH AIRLINES	S	A	23	0	1	20.8	25.0	33.3	8.3	4.2	4.2	0.0	0.0	0.0	0.0	4.2	8	76.2	9	21					
EDINBURGH	THY TURKISH AIRLINES	S	D	23	0	1	0.0	37.5	37.5	4.2	4.2	12.5	0.0	0.0	0.0	0.0	4.2	15	66.7	13	21					
GATWICK	THY TURKISH AIRLINES	S	A	62	0	0	12.9	32.3	29.0	16.1	4.8	4.8	0.0	0.0	0.0	0.0	0.0	11	79.0	9	62					
GATWICK	THY TURKISH AIRLINES	S	D	62	0	0	0.0	17.7	43.5	21.0	8.1	8.1	1.6	0.0	0.0	0.0	0.0	21	74.2	15	62					
HEATHROW	BRITISH AIRWAYS PLC	S	A	53	0	0	9.4	35.8	24.5	22.6	7.5	0.0	0.0	0.0	0.0	0.0	0.0	9	85.5	5	62					
HEATHROW	BRITISH AIRWAYS PLC	S	D	53	0	0	0.0	17.0	49.1	22.6	11.3	0.0	0.0	0.0	0.0	0.0	0.0	13	91.9	8	62					
HEATHROW	THY TURKISH AIRLINES	S	A	162	0	3	6.7	23.0	38.8	18.8	10.3	0.6	0.0	0.0	0.0	0.0	1.8	12	79.0	9	162					
HEATHROW	THY TURKISH AIRLINES	S	D	162	0	2	1.8	14.6	46.3	16.5	14.6	4.3	0.6	0.0	0.0	0.0	1.2	17	80.9	11	162					
LUTON	MNG AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1					
STANSTED	ATLASJET INTERNATIONAL	S	A	31	0	0	12.9	51.6	16.1	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	77.4	7	31					
STANSTED	ATLASJET INTERNATIONAL	S	D	31	0	0	0.0	9.7	54.8	19.4	9.7	6.5	0.0	0.0	0.0	0.0	0.0	17	80.6	16	31					
MANCHESTER	FREEBIRD AIRLINES	C	A	3	0	0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0					
MANCHESTER	FREEBIRD AIRLINES	C	D	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0					
MANCHESTER	THY TURKISH AIRLINES	S	A	62	0	0	0.0	29.0	40.3	22.6	6.5	1.6	0.0	0.0	0.0	0.0	0.0	12	79.0	7	62					



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2017		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	MANCHESTER	THY TURKISH AIRLINES	S	D	61	0	1	0.0	0.0	22.6	32.3	32.3	11.3	0.0	0.0	0.0	0.0	1.6	32	72.6	13	62			
<b>TOTAL ISTANBUL</b>					<b>883</b>	<b>0</b>	<b>9</b>	<b>4.5</b>	<b>21.3</b>	<b>38.6</b>	<b>18.9</b>	<b>11.0</b>	<b>3.9</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>78.5</b>	<b>10</b>	<b>887</b>			
ISTANBUL (SABIHA GOKCEN)																									
	GATWICK	THY TURKISH AIRLINES	S	A	23	0	0	4.3	30.4	34.8	17.4	8.7	4.3	0.0	0.0	0.0	0.0	0.0	13	86.4	7	22			
	GATWICK	THY TURKISH AIRLINES	S	D	23	0	1	0.0	16.7	54.2	16.7	4.2	4.2	0.0	0.0	0.0	0.0	4.2	14	43.5	20	22			
	STANSTED	PEGASUS AIRLINES	S	A	93	0	0	18.3	31.2	29.0	14.0	4.3	2.2	0.0	1.1	0.0	0.0	0.0	10	78.5	9	65			
	STANSTED	PEGASUS AIRLINES	S	D	94	0	0	0.0	7.4	52.1	23.4	12.8	3.2	0.0	1.1	0.0	0.0	0.0	18	35.4	25	65			
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>233</b>	<b>0</b>	<b>1</b>	<b>7.7</b>	<b>20.1</b>	<b>41.5</b>	<b>18.4</b>	<b>8.1</b>	<b>3.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>14</b>	<b>58.9</b>	<b>16</b>	<b>174</b>			
IVALO																									
	BIRMINGHAM	CELLO AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	58	1			
	BIRMINGHAM	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1			
	GATWICK	FINNAIR	S	A	7	0	0	28.6	14.3	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
	GATWICK	FINNAIR	S	D	7	0	0	0.0	42.9	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0			
<b>TOTAL IVALO</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>36</b>	<b>2</b>			
IZMIR (ADNAN MENDERES)																									
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
	STANSTED	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4			
	STANSTED	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	53	4			
	STANSTED	PEGASUS AIRLINES	S	A	14	0	0	14.3	35.7	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	4	13			
	STANSTED	PEGASUS AIRLINES	S	D	14	0	0	0.0	7.1	35.7	21.4	35.7	0.0	0.0	0.0	0.0	0.0	0.0	21	84.6	10	13			
	MANCHESTER	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	66	4			
	MANCHESTER	FREEBIRD AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	4			
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>21.9</b>	<b>37.5</b>	<b>15.6</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>61.9</b>	<b>22</b>	<b>42</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAR 2017		
																More than 15 m early	15 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat										
JAKARTA (SOEKARNO-HATTA INTNL)		HEATHROW	GARUDA INDONESIA	S	A	14	0	0	0.0	14.3	14.3	35.7	28.6	7.1	0.0	0.0	0.0	0.0	0.0	23	66.7	10	12															
		HEATHROW	GARUDA INDONESIA	S	D	14	0	0	7.1	0.0	50.0	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	19	75.0	11	12															
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>7.1</b>	<b>32.1</b>	<b>28.6</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>70.8</b>	<b>10</b>	<b>24</b>															
JEDDAH		HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	1	14.8	33.3	22.2	3.7	7.4	7.4	7.4	0.0	0.0	0.0	3.7	23	96.3	7	27															
		HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	2	0.0	32.1	28.6	10.7	3.6	7.1	10.7	0.0	0.0	0.0	7.1	29	96.4	5	28															
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	6.7	23.3	43.3	10.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	16	51.6	18	31															
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	6.7	46.7	33.3	3.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	9	96.8	2	31															
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	22	0	0	4.5	13.6	27.3	27.3	13.6	13.6	0.0	0.0	0.0	0.0	0.0	24	50.0	18	22															
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	22	0	0	0.0	59.1	31.8	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	4	86.4	5	22															
<b>TOTAL JEDDAH</b>						<b>156</b>	<b>0</b>	<b>3</b>	<b>5.7</b>	<b>34.6</b>	<b>31.4</b>	<b>9.4</b>	<b>6.9</b>	<b>6.9</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>17</b>	<b>80.1</b>	<b>9</b>	<b>161</b>															
JEREZ		HEATHROW	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	118	0.0	0	0															
		STANSTED	RYANAIR	S	A	11	0	0	0.0	54.5	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.7	19	11															
		STANSTED	RYANAIR	S	D	11	0	0	0.0	0.0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	6	11															
<b>TOTAL JEREZ</b>						<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.1</b>	<b>56.5</b>	<b>13.0</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.4</b>	<b>13</b>	<b>22</b>															
JERSEY		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1																
		BIRMINGHAM	FLYBE LTD	S	A	33	0	3	0.0	41.7	11.1	19.4	11.1	2.8	5.6	0.0	0.0	8.3	23	72.7	10	32																
		BIRMINGHAM	FLYBE LTD	S	D	31	0	3	0.0	2.9	58.8	8.8	8.8	8.8	2.9	0.0	0.0	8.8	27	66.7	17	30																
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0																
		BRISTOL	FLYBE LTD	S	A	25	0	2	40.7	48.1	3.7	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0	81.5	12	26																
		BRISTOL	FLYBE LTD	S	D	25	0	2	0.0	51.9	37.0	0.0	3.7	0.0	0.0	0.0	0.0	7.4	3	74.1	15	26																
		CARDIFF WALES	FLYBE LTD	S	A	13	0	1	14.3	35.7	14.3	7.1	0.0	14.3	7.1	0.0	0.0	7.1	24	66.7	24	9																
		CARDIFF WALES	FLYBE LTD	S	D	13	0	1	0.0	50.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	7.1	1	77.8	24	9																
		DONCASTER SHEFFIELD	FLYBE LTD	S	A	14	0	0	7.1	71.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	5	71.4	21	14																
		DONCASTER SHEFFIELD	FLYBE LTD	S	D	14	0	0	0.0	42.9	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	5	78.6	22	14																

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	25	0	2	11.1	51.9	18.5	0.0	7.4	0.0	0.0	3.7	0.0	0.0	7.4	12	87.1	13	30			
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	25	0	2	0.0	37.0	33.3	3.7	7.4	7.4	3.7	0.0	0.0	0.0	7.4	16	64.5	19	30			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0			
EXETER	FLYBE LTD	S A	24	0	2	11.5	38.5	19.2	3.8	3.8	7.7	3.8	3.8	0.0	0.0	7.7	26	64.3	31	28			
EXETER	FLYBE LTD	S D	24	1	2	0.0	29.6	37.0	7.4	7.4	7.4	0.0	0.0	0.0	3.7	7.4	15	80.8	13	26			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	10	0	0	0.0	10.0	40.0	0.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	43	63.6	15	11			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	10	0	0	0.0	10.0	50.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	27	72.7	35	11			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	34	0	1	5.7	51.4	28.6	8.6	2.9	0.0	0.0	0.0	0.0	0.0	2.9	5	63.2	23	35			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	34	0	1	0.0	48.6	34.3	11.4	0.0	2.9	0.0	0.0	0.0	0.0	2.9	6	65.8	28	36			
GATWICK	BRITISH AIRWAYS PLC	S A	147	0	1	31.1	45.3	9.5	5.4	4.1	2.7	0.0	1.4	0.0	0.0	0.7	8	84.4	14	142			
GATWICK	BRITISH AIRWAYS PLC	S D	147	0	1	0.0	61.5	19.6	6.8	6.1	3.4	0.7	1.4	0.0	0.0	0.7	12	84.9	14	142			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	91	0	1	17.4	37.0	23.9	8.7	5.4	3.3	3.3	0.0	0.0	0.0	1.1	13	78.9	17	91			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	91	0	0	0.0	30.8	45.1	14.3	3.3	3.3	3.3	0.0	0.0	0.0	0.0	15	80.6	10	91			
GATWICK	GERMANIA FLUGGESELLSCHAFT	C A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
GATWICK	GERMANIA FLUGGESELLSCHAFT	C D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
LONDON CITY	BLUE ISLANDS LIMITED	S A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
LONDON CITY	BLUE ISLANDS LIMITED	S D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
LONDON CITY	FLYBE LTD	S A	43	0	4	12.8	21.3	14.9	4.3	19.1	19.1	0.0	0.0	0.0	0.0	8.5	27	65.3	23	49			
LONDON CITY	FLYBE LTD	S D	43	0	4	0.0	10.6	31.9	4.3	25.5	19.1	0.0	0.0	0.0	0.0	8.5	36	49.0	38	49			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	7	0	0	28.6	14.3	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	89.5	5	19			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	7	0	0	0.0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	73.7	9	19			
MANCHESTER	FLYBE LTD	S A	31	0	1	0.0	31.3	43.8	6.3	9.4	3.1	0.0	3.1	0.0	0.0	3.1	17	67.9	14	25			
MANCHESTER	FLYBE LTD	S D	31	0	1	0.0	25.0	50.0	9.4	9.4	0.0	0.0	3.1	0.0	0.0	3.1	15	71.4	12	25			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.6	17	87
	SOUTHAMPTON	BLUE ISLANDS LIMITED	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.4	24	87
	SOUTHAMPTON	FLYBE LTD	S	A	137	0	9	6.2	46.6	21.2	6.8	6.2	2.1	2.7	2.1	0.0	0.0	6.2	18	78.6	13	56
	SOUTHAMPTON	FLYBE LTD	S	D	137	0	10	0.7	38.8	34.7	4.8	5.4	3.4	2.7	2.7	0.0	0.0	6.8	21	82.1	11	56
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	DURHAM TEES VALLEY	NETJETS TRANSPORTES AEREOS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1
<b>TOTAL JERSEY</b>					<b>1279</b>	<b>1</b>	<b>59</b>	<b>7.8</b>	<b>39.8</b>	<b>27.2</b>	<b>6.8</b>	<b>6.7</b>	<b>4.5</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.1</b>	<b>4.4</b>	<b>15</b>	<b>76.2</b>	<b>17</b>	<b>1310</b>
JOHANNESBURG																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	38.7	40.3	14.5	1.6	1.6	0.0	0.0	0.0	3.2	0.0	0.0	74	85.5	6	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	63	0	0	0.0	23.8	36.5	7.9	12.7	11.1	4.8	3.2	0.0	0.0	0.0	34	74.2	9	62
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	55	0	1	10.7	39.3	25.0	12.5	8.9	0.0	1.8	0.0	0.0	0.0	1.8	11	64.5	18	62
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	55	0	1	3.6	37.5	39.3	12.5	5.4	0.0	0.0	0.0	0.0	0.0	1.8	7	100.0	0	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	20.0	36.7	33.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	80.6	8	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	50.0	23.3	13.3	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	87.1	6	31
<b>TOTAL JOHANNESBURG</b>					<b>295</b>	<b>0</b>	<b>2</b>	<b>12.8</b>	<b>36.7</b>	<b>28.6</b>	<b>8.4</b>	<b>7.1</b>	<b>3.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>28</b>	<b>81.6</b>	<b>8</b>	<b>310</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: K																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
KALAMATA		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL KALAMATA</b>						<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KARACHI		HEATHROW	PAKISTAN INTL AIRLINES	S	A	8	0	0	0.0	0.0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	46	20.0	65	5
		HEATHROW	PAKISTAN INTL AIRLINES	S	D	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	7	9
		MANCHESTER	PAKISTAN INTL AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	24	4
<b>TOTAL KARACHI</b>						<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>25.0</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>55.6</b>	<b>27</b>	<b>18</b>
KARLSRUHE/BADEN BADEN		EDINBURGH	RYANAIR	S	A	8	0	1	0.0	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	11.1	2	0.0	0	0
		EDINBURGH	RYANAIR	S	D	8	0	1	0.0	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	0.0	0	0
		STANSTED	RYANAIR	S	A	37	0	0	5.4	27.0	29.7	21.6	10.8	0.0	2.7	2.7	0.0	0.0	21	88.9	3	27
		STANSTED	RYANAIR	S	D	37	0	0	0.0	16.2	54.1	10.8	13.5	2.7	2.7	0.0	0.0	0.0	18	85.2	6	27
<b>TOTAL KARLSRUHE/BADEN BADEN</b>						<b>90</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>23.9</b>	<b>44.6</b>	<b>13.0</b>	<b>9.8</b>	<b>1.1</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.0</b>	<b>4</b>	<b>54</b>
KATOWICE		BELFAST INTERNATIONAL	TRANSAVIA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
		BELFAST INTERNATIONAL	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
		BELFAST INTERNATIONAL	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
		BIRMINGHAM	RYANAIR	S	A	8	0	1	22.2	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	11.1	6	88.9	16	9
		BIRMINGHAM	RYANAIR	S	D	8	0	1	0.0	0.0	88.9	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	77.8	20	9
		BIRMINGHAM	WIZZ AIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
		BIRMINGHAM	WIZZ AIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
		BRISTOL	WIZZ AIR	S	A	10	0	0	30.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	8
		BRISTOL	WIZZ AIR	S	D	9	0	1	0.0	10.0	40.0	10.0	20.0	10.0	0.0	0.0	0.0	10.0	22	87.5	6	8
		DONCASTER SHEFFIELD	WIZZ AIR	S	A	15	0	0	26.7	46.7	6.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	84.2	13	19
		DONCASTER SHEFFIELD	WIZZ AIR	S	D	15	0	0	0.0	33.3	46.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	8	73.7	16	19
		EDINBURGH	RYANAIR	S	A	8	0	1	0.0	11.1	33.3	33.3	11.1	0.0	0.0	0.0	0.0	11.1	17	0.0	0	0
		EDINBURGH	RYANAIR	S	D	8	0	1	0.0	11.1	33.3	44.4	0.0	0.0	0.0	0.0	0.0	11.1	16	0.0	0	0
		GLASGOW	WIZZ AIR	S	A	10	0	0	70.0	10.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	9	75.0	9	8
		GLASGOW	WIZZ AIR	S	D	10	0	0	0.0	50.0	30.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	12	75.0	10	8

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		Origin/Destinations: K																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	10	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	36	8	
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	10	0	0	0.0	10.0	70.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	40	8	
GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
LUTON	WIZZ AIR	S	A	79	0	0	21.5	30.4	24.1	13.9	7.6	1.3	0.0	1.3	0.0	0.0	0.0	12	85.1	8	74	
LUTON	WIZZ AIR	S	D	80	0	0	0.0	6.3	45.0	23.8	15.0	6.3	1.3	2.5	0.0	0.0	0.0	28	70.3	15	74	
STANSTED	RYANAIR	S	A	31	0	0	6.5	32.3	16.1	16.1	19.4	3.2	3.2	3.2	0.0	0.0	0.0	31	87.1	14	31	
STANSTED	RYANAIR	S	D	31	0	0	0.0	9.7	35.5	25.8	22.6	3.2	0.0	3.2	0.0	0.0	0.0	32	93.5	7	31	
<b>TOTAL KATOWICE</b>				<b>345</b>	<b>0</b>	<b>5</b>	<b>10.6</b>	<b>20.3</b>	<b>34.6</b>	<b>17.4</b>	<b>10.6</b>	<b>3.1</b>	<b>0.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>81.1</b>	<b>13</b>	<b>317</b>	
KAUNAS																						
BRISTOL	RYANAIR	S	A	9	0	1	10.0	50.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	6	62.5	21	8	
BRISTOL	RYANAIR	S	D	9	0	1	0.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	2	87.5	19	8	
EDINBURGH	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1	
EDINBURGH	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	1	
LUTON	RYANAIR	S	A	31	0	0	16.1	61.3	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.3	4	31	
LUTON	RYANAIR	S	D	31	0	0	0.0	25.8	54.8	6.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	11	83.9	9	31	
LUTON	WIZZ AIR	S	A	31	0	0	12.9	41.9	19.4	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	87.5	5	24	
LUTON	WIZZ AIR	S	D	31	0	0	0.0	19.4	58.1	9.7	9.7	3.2	0.0	0.0	0.0	0.0	0.0	11	79.2	10	24	
STANSTED	RYANAIR	S	A	22	0	0	13.6	63.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	18	
STANSTED	RYANAIR	S	D	22	0	0	0.0	0.0	40.9	31.8	22.7	0.0	4.5	0.0	0.0	0.0	0.0	28	61.1	15	18	
<b>TOTAL KAUNAS</b>				<b>190</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>36.5</b>	<b>36.5</b>	<b>10.4</b>	<b>7.3</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>83.5</b>	<b>8</b>	<b>164</b>	
KAVALA																						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	35.3	35.3	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	11.8	64.7	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	42.9	42.9	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL KAVALA</b>				<b>48</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>29.2</b>	<b>33.3</b>	<b>8.3</b>	<b>8.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KEFALLINIA																						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	18	1	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
STANSTED	RYANAIR	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL KEFALLINIA</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>41.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>9</b>	<b>2</b>
KEFLAVIK	ABERDEEN	FLUGFELAG ISLANDS(AIR ICELAND)	S	A	10	0	0	10.0	30.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	12	12
	ABERDEEN	FLUGFELAG ISLANDS(AIR ICELAND)	S	D	10	0	0	0.0	90.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	12
	BELFAST CITY (GEORGE BEST)	FLUGFELAG ISLANDS(AIR ICELAND)	S	A	11	0	0	9.1	36.4	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLUGFELAG ISLANDS(AIR ICELAND)	S	D	11	0	0	0.0	81.8	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	10	0	1	27.3	36.4	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9.1	3	87.5	4	8
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	10.0	10.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	1	8
	BIRMINGHAM	ICELANDAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	9	18
	BIRMINGHAM	ICELANDAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	5	18
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	11	0	1	16.7	50.0	8.3	0.0	0.0	8.3	0.0	0.0	8.3	0.0	8.3	57	88.9	3	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	11	0	1	0.0	33.3	41.7	0.0	8.3	8.3	0.0	0.0	0.0	0.0	8.3	12	100.0	2	9
	BRISTOL	WOW AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	13	7
	BRISTOL	WOW AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	7	7
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	2
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	5.0	25.0	60.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	9	58.8	17	17
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	19	0	1	0.0	25.0	55.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	9	76.5	12	17
	EDINBURGH	TUI AIRWAYS LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	EDINBURGH	WOW AIR	S	A	17	0	0	5.9	64.7	17.6	0.0	5.9	0.0	0.0	0.0	5.9	0.0	0.0	39	85.7	5	14
	EDINBURGH	WOW AIR	S	D	17	0	0	5.9	64.7	17.6	5.9	0.0	0.0	0.0	0.0	5.9	0.0	0.0	36	92.9	6	14
	GLASGOW	ICELANDAIR	S	A	31	0	1	0.0	25.0	21.9	21.9	15.6	3.1	3.1	6.3	0.0	0.0	3.1	34	61.3	16	31
	GLASGOW	ICELANDAIR	S	D	31	0	1	0.0	43.8	31.3	3.1	9.4	6.3	3.1	0.0	0.0	0.0	3.1	15	100.0	0	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	7.9	47.4	23.7	10.5	5.3	5.3	0.0	0.0	0.0	0.0	0.0	12	48.4	21	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	0.0	25.6	56.4	2.6	12.8	2.6	0.0	0.0	0.0	0.0	0.0	10	67.7	16	31
	GATWICK	ICELANDAIR	S	A	33	0	0	0.0	30.3	39.4	18.2	9.1	0.0	0.0	3.0	0.0	0.0	0.0	17	80.0	10	35

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	ICELANDAIR	S	D	33	0	0	0.0	39.4	36.4	9.1	3.0	3.0	3.0	6.1	0.0	0.0	0.0	24	77.1	15	35
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	11	0	0	0.0	18.2	36.4	18.2	0.0	18.2	9.1	0.0	0.0	0.0	40	63.6	10	11	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	11	0	0	0.0	45.5	18.2	0.0	18.2	9.1	9.1	0.0	0.0	0.0	33	81.8	9	11	
	GATWICK	TUI AIRWAYS LTD	C	A	7	0	0	14.3	14.3	28.6	0.0	28.6	14.3	0.0	0.0	0.0	0.0	22	87.5	11	8	
	GATWICK	TUI AIRWAYS LTD	C	D	6	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	16	100.0	6	7	
	GATWICK	WOW AIR	S	A	51	0	1	19.2	21.2	42.3	7.7	0.0	5.8	1.9	0.0	0.0	1.9	13	83.9	8	62	
	GATWICK	WOW AIR	S	D	51	0	1	0.0	42.3	34.6	5.8	5.8	5.8	3.8	0.0	0.0	1.9	17	81.0	14	63	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	14.8	37.0	20.4	13.0	7.4	5.6	1.9	0.0	0.0	0.0	14	96.3	3	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	0	0.0	40.7	44.4	5.6	9.3	0.0	0.0	0.0	0.0	0.0	7	96.3	3	27	
	HEATHROW	ICELANDAIR	S	A	61	0	1	8.1	27.4	43.5	9.7	3.2	3.2	1.6	1.6	0.0	1.6	15	88.7	7	62	
	HEATHROW	ICELANDAIR	S	D	61	0	1	0.0	22.6	30.6	27.4	9.7	4.8	1.6	1.6	0.0	1.6	22	77.4	12	62	
	LONDON CITY	BA CITYFLYER LTD	S	A	7	0	0	14.3	14.3	42.9	14.3	0.0	0.0	0.0	14.3	0.0	0.0	39	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	7	0	0	0.0	42.9	14.3	28.6	0.0	0.0	0.0	14.3	0.0	0.0	36	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	16.4	29.1	30.9	3.6	9.1	3.6	5.5	1.8	0.0	0.0	22	79.6	8	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	0.0	14.5	63.6	9.1	7.3	3.6	1.8	0.0	0.0	0.0	14	77.6	10	49	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	21.4	28.6	28.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	11	84.6	11	13	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	42.9	35.7	0.0	14.3	7.1	0.0	0.0	0.0	0.0	14	92.3	12	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	2.7	37.8	27.0	13.5	2.7	13.5	2.7	0.0	0.0	0.0	21	83.3	6	30	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	0.0	29.7	32.4	21.6	5.4	8.1	2.7	0.0	0.0	0.0	19	83.3	8	30	
	MANCHESTER	ICELANDAIR	S	A	31	0	0	12.9	22.6	51.6	0.0	3.2	6.5	0.0	3.2	0.0	0.0	18	93.5	5	31	
	MANCHESTER	ICELANDAIR	S	D	31	0	0	0.0	48.4	32.3	0.0	6.5	6.5	6.5	0.0	0.0	0.0	18	93.5	3	31	
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	14.3	14.3	28.6	14.3	14.3	14.3	0.0	0.0	0.0	0.0	21	87.5	4	8	
	MANCHESTER	TUI AIRWAYS LTD	C	D	6	0	0	0.0	16.7	66.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	11	85.7	4	7	
<b>TOTAL KEFLAVIK</b>					<b>1032</b>	<b>0</b>	<b>12</b>	<b>5.5</b>	<b>33.2</b>	<b>36.2</b>	<b>9.6</b>	<b>6.5</b>	<b>4.7</b>	<b>1.8</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>1.1</b>	<b>18</b>	<b>82.2</b>	<b>9</b>	<b>970</b>
<b>KERRY COUNTY</b>																						
	LUTON	RYANAIR	S	A	26	0	2	0.0	14.3	42.9	7.1	21.4	7.1	0.0	0.0	0.0	7.1	21	92.6	4	27	
	LUTON	RYANAIR	S	D	26	0	2	0.0	28.6	39.3	7.1	7.1	10.7	0.0	0.0	0.0	7.1	17	88.9	4	27	
	STANSTED	RYANAIR	S	A	17	0	1	0.0	16.7	38.9	16.7	22.2	0.0	0.0	0.0	0.0	5.6	16	89.5	10	19	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	35.3	47.1	11.8	5.9	0.0	0.0	0.0	0.0	0.0	7	84.2	5	19	
<b>TOTAL KERRY COUNTY</b>					<b>86</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>23.1</b>	<b>41.8</b>	<b>9.9</b>	<b>14.3</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.5</b>	<b>16</b>	<b>89.1</b>	<b>6</b>	<b>92</b>



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
KIEV (BORISPOL)																							
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	51	0	0	3.9	21.6	31.4	17.6	15.7	9.8	0.0	0.0	0.0	0.0	0.0	20	62.3	12	53	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	52	0	0	0.0	13.5	34.6	13.5	26.9	9.6	0.0	1.9	0.0	0.0	0.0	30	55.6	17	54	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	28.6	42.9	10.7	14.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	46.4	42.9	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.5	3	31	
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL KIEV (BORISPOL)</b>					<b>159</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>27.0</b>	<b>30.8</b>	<b>14.5</b>	<b>14.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.1</b>	<b>10</b>	<b>171</b>	
KIEV (ZHULYANY)																							
	LUTON	AVCON JET AG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	LUTON	WIZZ AIR	S	A	13	0	0	30.8	7.7	38.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	7	9	
	LUTON	WIZZ AIR	S	D	13	0	0	0.0	7.7	53.8	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	18	88.9	6	9	
<b>TOTAL KIEV (ZHULYANY)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>7.7</b>	<b>46.2</b>	<b>15.4</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>89.5</b>	<b>6</b>	<b>19</b>	
KIGALI																							
	GATWICK	RWANDAIR EXPRESS	S	A	14	0	0	0.0	28.6	28.6	14.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	25	0.0	0	0	
	GATWICK	RWANDAIR EXPRESS	S	D	14	0	0	0.0	28.6	14.3	14.3	21.4	14.3	7.1	0.0	0.0	0.0	0.0	37	0.0	0	0	
<b>TOTAL KIGALI</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>21.4</b>	<b>14.3</b>	<b>21.4</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KINGSTON																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	0	20.0	26.7	20.0	20.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	12	78.6	9	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	7.1	35.7	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	22	60.0	18	15	
	GATWICK	MERIDIANA AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL KINGSTON</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>17.2</b>	<b>27.6</b>	<b>27.6</b>	<b>13.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.0</b>	<b>13</b>	<b>30</b>	
KIRKWALL																							
	ABERDEEN	EASTERN AIRWAYS	C	A	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	69	0.0	0	0	
	ABERDEEN	EASTERN AIRWAYS	C	D	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	117	0.0	0	0	
	ABERDEEN	FLYBE LTD	S	A	1	0	7	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.5	0	0.0	0	0	
	ABERDEEN	FLYBE LTD	S	D	2	0	5	0.0	0.0	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	71.4	51	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	A	86	0	1	33.3	27.6	13.8	2.3	10.3	9.2	1.1	1.1	0.0	0.0	1.1	18	92.0	5	75	
	ABERDEEN	LOGANAIR LTD	S	D	84	0	2	0.0	41.9	24.4	10.5	8.1	8.1	4.7	0.0	0.0	0.0	2.3	21	89.7	6	78	
	EDINBURGH	LOGANAIR LTD	S	A	70	0	7	26.0	41.6	10.4	2.6	2.6	5.2	1.3	1.3	0.0	0.0	9.1	14	88.7	9	71	
	EDINBURGH	LOGANAIR LTD	S	D	70	0	6	0.0	50.0	30.3	1.3	3.9	2.6	3.9	0.0	0.0	0.0	7.9	12	90.1	11	71	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S A/D		Origin/Destinations: K		PERCENTAGE OF FLIGHTS LATE												MAR 2017			
								NUMBER OF FLIGHTS																	
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GLASGOW	LOGANAIR LTD	S	A	32	0	5	18.9	35.1	29.7	0.0	2.7	0.0	0.0	0.0	0.0	0.0	13.5	4	75.0	13	32			
	GLASGOW	LOGANAIR LTD	S	D	32	0	1	0.0	39.4	48.5	3.0	3.0	3.0	0.0	0.0	0.0	0.0	3.0	7	78.1	12	32			
<b>TOTAL KIRKWALL</b>					<b>381</b>	<b>0</b>	<b>34</b>	<b>13.5</b>	<b>38.1</b>	<b>21.9</b>	<b>3.9</b>	<b>5.5</b>	<b>5.8</b>	<b>2.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>15</b>	<b>87.7</b>	<b>9</b>	<b>359</b>			
KIRUNA																									
	BIRMINGHAM	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	1			
	BIRMINGHAM	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1			
	GATWICK	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	2			
	GATWICK	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2			
	HEATHROW	SAS	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	HEATHROW	SAS	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	MANCHESTER	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
	MANCHESTER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	10	2			
	NEWCASTLE	ENTER AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1			
	NEWCASTLE	ENTER AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
<b>TOTAL KIRUNA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>64.3</b>	<b>12</b>	<b>14</b>			
KITTLILA																									
	BRISTOL	EASYJET AIRLINE COMPANY LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
	GATWICK	EASYJET AIRLINE COMPANY LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	26	3			
	GATWICK	EASYJET AIRLINE COMPANY LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	13	2			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
	GATWICK	FINNAIR	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	GATWICK	FINNAIR	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
	MANCHESTER	JET2.COM LTD	C	A	4	0	0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	8	3				
	MANCHESTER	JET2.COM LTD	C	D	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	18	50.0	12	2				
<b>TOTAL KITTLILA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>36.8</b>	<b>31.6</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>50.0</b>	<b>15</b>	<b>10</b>			
KLAGENFURT																									
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0				
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0				
<b>TOTAL KLAGENFURT</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>40.0</b>	<b>30.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>				
KOSICE																									
	BRISTOL	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	11	6				
	BRISTOL	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	6				

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 45 m late	46 m to 60 m late	61 m to 75 m late	76 m to 90 m late	91 m to 105 m late	106 m to 120 m late	121 m to 135 m late	136 m to 150 m late	More than 150 m late						
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	10	0	0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8		
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	10	0	0	0.0	60.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	7	8		
	LUTON	WIZZ AIR	S	A	31	0	0	58.1	25.8	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	96.9	3	32		
	LUTON	WIZZ AIR	S	D	31	0	0	0.0	35.5	29.0	16.1	9.7	9.7	0.0	0.0	0.0	0.0	0.0	17	81.3	7	32		
<b>TOTAL KOSICE</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>28.0</b>	<b>35.4</b>	<b>19.5</b>	<b>7.3</b>	<b>6.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.0</b>	<b>6</b>	<b>92</b>		
KRABI																								
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<b>TOTAL KRABI</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
KRAKOW																								
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	30.8	53.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	84.6	4	13		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	7.7	7.7	69.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	13		
	BELFAST INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	53.8	23.1	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	15	69.2	7	13		
	BELFAST INTERNATIONAL	RYANAIR	S	D	13	0	0	15.4	0.0	38.5	30.8	0.0	7.7	7.7	0.0	0.0	0.0	0.0	28	69.2	13	13		
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	1	10.0	60.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	10	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	1	0.0	0.0	55.6	0.0	22.2	0.0	11.1	0.0	0.0	0.0	11.1	30	0.0	0	0		
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	33.3	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	100.0	3	10		
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	100.0	2	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BOURNEMOUTH	RYANAIR	S	A	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	44.4	15	9		
	BOURNEMOUTH	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	3	9		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	18	0	3	4.8	19.0	28.6	23.8	4.8	0.0	0.0	4.8	0.0	0.0	14.3	24	82.6	31	23		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	18	0	3	0.0	9.5	42.9	23.8	4.8	0.0	0.0	4.8	0.0	0.0	14.3	26	87.0	19	23		
	BRISTOL	RYANAIR	S	A	12	0	1	0.0	38.5	38.5	7.7	0.0	7.7	0.0	0.0	0.0	7.7	13	100.0	4	14			
	BRISTOL	RYANAIR	S	D	12	0	1	0.0	23.1	53.8	0.0	7.7	7.7	0.0	0.0	0.0	7.7	13	92.9	4	13			
	CARDIFF WALES	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	1	0.0	42.9	28.6	7.1	0.0	14.3	0.0	0.0	0.0	0.0	7.1	16	100.0	1	14		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	1	0.0	0.0	64.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	7.1	14	100.0	3	14		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	17.6	29.4	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	4	76.5	8	17		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	16	0	1	0.0	41.2	47.1	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5.9	4	100.0	5	17		
EDINBURGH	RYANAIR	S	A	14	0	1	6.7	53.3	26.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7	4	88.2	5	17		
EDINBURGH	RYANAIR	S	D	14	0	1	0.0	40.0	46.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7	5	88.2	5	17		
EXETER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
EXETER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GLASGOW	RYANAIR	S	A	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
GLASGOW	RYANAIR	S	D	8	0	0	0.0	12.5	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
LEEDS BRADFORD	RYANAIR	S	A	16	0	3	5.3	36.8	15.8	10.5	5.3	5.3	5.3	0.0	0.0	0.0	15.8	20	76.5	14	17		
LEEDS BRADFORD	RYANAIR	S	D	15	0	4	0.0	21.1	42.1	5.3	0.0	5.3	5.3	0.0	0.0	0.0	21.1	20	76.5	17	17		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	15.4	46.2	0.0	30.8	0.0	0.0	0.0	7.7	0.0	0.0	0.0	21	84.6	6	13		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	46.2	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	13		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	15	0	0	6.7	40.0	20.0	20.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	15	85.7	6	14		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	15	0	0	0.0	13.3	40.0	26.7	6.7	6.7	0.0	6.7	0.0	0.0	0.0	29	85.7	5	14		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	7.5	60.0	17.5	0.0	7.5	7.5	0.0	0.0	0.0	0.0	0.0	12	80.0	13	40		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	0.0	25.0	57.5	7.5	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	82.5	12	40		
GATWICK	THOMAS COOK AIRLINES LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	THOMAS COOK AIRLINES LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	20.7	37.9	31.0	0.0	6.9	3.4	0.0	0.0	0.0	0.0	0.0	7	96.2	1	26		
HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	20.7	37.9	31.0	6.9	3.4	0.0	0.0	0.0	0.0	0.0	15	92.3	4	26		
LUTON	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017				
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
LUTON	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1								
STANSTED	RYANAIR	S	A	83	0	3	0.0	23.3	33.7	15.1	16.3	7.0	1.2	0.0	0.0	0.0	3.5	21	92.9	5	84									
STANSTED	RYANAIR	S	D	84	0	2	0.0	2.3	38.4	30.2	18.6	5.8	2.3	0.0	0.0	0.0	2.3	27	85.7	10	84									
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	21.4	35.7	7.1	21.4	0.0	7.1	7.1	0.0	0.0	0.0	0.0	21	100.0	0	13									
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	28.6	42.9	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	24	100.0	2	13									
MANCHESTER	JET2.COM LTD	S	A	9	0	0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	49	9									
MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9									
MANCHESTER	RYANAIR	S	A	17	0	0	17.6	35.3	23.5	5.9	11.8	0.0	0.0	5.9	0.0	0.0	0.0	24	76.5	7	17									
MANCHESTER	RYANAIR	S	D	17	0	0	0.0	11.8	52.9	11.8	23.5	0.0	0.0	0.0	0.0	0.0	0.0	18	76.5	12	17									
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	4	9									
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	5	9									
<b>TOTAL KRAKOW</b>				<b>760</b>	<b>0</b>	<b>28</b>	<b>4.9</b>	<b>27.4</b>	<b>36.3</b>	<b>13.8</b>	<b>7.9</b>	<b>4.1</b>	<b>1.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>16</b>	<b>87.0</b>	<b>9</b>	<b>753</b>									
KUALA LUMPUR (SEPANG)																														
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	25.8	38.7	22.6	0.0	0.0	0.0	3.2	0.0	0.0	0.0	18	83.9	8	31									
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	61.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.6	10	31									
HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	61	0	1	11.3	22.6	25.8	24.2	6.5	6.5	0.0	0.0	1.6	0.0	1.6	22	61.4	36	57									
HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	61	0	1	0.0	37.1	38.7	8.1	6.5	4.8	0.0	0.0	3.2	0.0	1.6	33	61.4	35	57									
<b>TOTAL KUALA LUMPUR (SEPANG)</b>				<b>184</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>29.6</b>	<b>38.2</b>	<b>15.6</b>	<b>4.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>68.8</b>	<b>26</b>	<b>176</b>									
KUTAISI																														
LUTON	WIZZ AIR	S	A	9	0	0	11.1	22.2	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0									
LUTON	WIZZ AIR	S	D	9	0	0	0.0	11.1	22.2	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0									
<b>TOTAL KUTAISI</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>									
KUWAIT																														
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	35.5	25.8	16.1	3.2	3.2	9.7	3.2	3.2	0.0	0.0	0.0	23	83.9	10	31									
HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	0.0	12.5	43.8	21.9	6.3	3.1	9.4	3.1	0.0	0.0	0.0	34	64.5	16	31									
HEATHROW	KUWAIT AIRWAYS	S	A	44	0	1	2.2	26.7	26.7	15.6	22.2	4.4	0.0	0.0	0.0	0.0	2.2	20	75.6	18	45									
HEATHROW	KUWAIT AIRWAYS	S	D	45	0	1	2.2	21.7	26.1	10.9	23.9	13.0	0.0	0.0	0.0	0.0	2.2	24	77.8	16	45									
<b>TOTAL KUWAIT</b>				<b>152</b>	<b>0</b>	<b>2</b>	<b>8.4</b>	<b>22.1</b>	<b>27.9</b>	<b>13.0</b>	<b>15.6</b>	<b>7.8</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>25</b>	<b>75.7</b>	<b>15</b>	<b>152</b>									

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

## Origin/Destinations: L

## NUMBER OF FLIGHTS

## PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
LA ROCHELLE																						
	CARDIFF WALES	AERO4M	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
	CARDIFF WALES	AERO4M	C	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0
	CARDIFF WALES	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	CARDIFF WALES	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	VOLOTEA	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	212	0.0	0	0
	EDINBURGH	Unknown	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1	
	STANSTED	RYANAIR	S	A	11	0	1	0.0	16.7	50.0	8.3	16.7	0.0	0.0	0.0	0.0	8.3	12	70.0	8	10	
	STANSTED	RYANAIR	S	D	12	0	0	0.0	0.0	83.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	12	80.0	8	10	
	SOUTHAMPTON	FLYBE LTD	S	A	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	3	
	SOUTHAMPTON	FLYBE LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	13	3	
<b>TOTAL LA ROCHELLE</b>					<b>33</b>	<b>1</b>	<b>1</b>	<b>0.0</b>	<b>20.0</b>	<b>54.3</b>	<b>5.7</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>16</b>	<b>70.4</b>	<b>10</b>	<b>27</b>
LA ROMANA																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	3	0	0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	612	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GLASGOW	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL LA ROMANA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>42.9</b>	<b>28.6</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>139</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
LAGOS																						
	DONCASTER SHEFFIELD	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	GATWICK	MED-VIEW AIRLINE	S	A	6	0	1	0.0	14.3	28.6	14.3	0.0	28.6	0.0	0.0	0.0	14.3	33	50.0	48	9	
	GATWICK	MED-VIEW AIRLINE	S	D	7	0	2	0.0	11.1	22.2	22.2	11.1	0.0	11.1	0.0	0.0	22.2	43	0.0	61	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	64.5	12.9	6.5	3.2	3.2	0.0	0.0	0.0	0.0	5	90.3	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	35.5	29.0	25.8	9.7	0.0	0.0	0.0	0.0	29	48.4	20	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	54.8	25.8	6.5	6.5	0.0	3.2	3.2	0.0	0.0	0.0	10	85.2	11	27	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	32	0	0	0.0	50.0	21.9	3.1	18.8	3.1	3.1	0.0	0.0	0.0	18	88.9	6	27	
<b>TOTAL LAGOS</b>					<b>139</b>	<b>0</b>	<b>3</b>	<b>14.1</b>	<b>32.4</b>	<b>19.7</b>	<b>12.7</b>	<b>11.3</b>	<b>5.6</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>18</b>	<b>69.9</b>	<b>18</b>	<b>134</b>
LAHORE																						
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	14	0	0	0.0	14.3	28.6	21.4	35.7	0.0	0.0	0.0	0.0	0.0	21	76.5	17	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	14	0	0	0.0	14.3	42.9	14.3	21.4	0.0	7.1	0.0	0.0	0.0	24	83.3	12	18	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: L																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More	15 m	0 m to	16 m	31 m	61 m	121 m	181 m	More	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								than 15 m early	to 1 m early	15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	than 360 m late						
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	0.0	44.4	0.0	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	20	21.4	34	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	10.0	36	10
<b>TOTAL LAHORE</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.7</b>	<b>30.4</b>	<b>15.2</b>	<b>28.3</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>54.2</b>	<b>23</b>	<b>58</b>
LAMETIA-TERME																						
	STANSTED	RYANAIR	S	A	11	0	0	0.0	18.2	36.4	9.1	18.2	0.0	0.0	0.0	18.2	0.0	0.0	95	70.0	34	10
	STANSTED	RYANAIR	S	D	11	0	0	0.0	9.1	54.5	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	90.0	7	10
<b>TOTAL LAMETIA-TERME</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>45.5</b>	<b>22.7</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>80.0</b>	<b>21</b>	<b>20</b>
LARNACA																						
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	15	0	0	13.3	40.0	33.3	6.7	0.0	0.0	0.0	0.0	6.7	0.0	0.0	28	0.0	0	0
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	15	0	0	0.0	0.0	20.0	40.0	33.3	0.0	0.0	0.0	6.7	0.0	0.0	57	0.0	0	0
	BIRMINGHAM	COBALT	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
	BIRMINGHAM	COBALT	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	BIRMINGHAM	Unknown	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	BIRMINGHAM	Unknown	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	3
	BRISTOL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	100.0	12	1
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	11	1
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	1
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1
	EDINBURGH	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	EDINBURGH	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	EXETER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GLASGOW	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	LEEDS BRADFORD	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late									
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	11	8		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	8		
GATWICK	COBALT	S	A	25	0	0	8.0	44.0	28.0	12.0	0.0	4.0	0.0	4.0	0.0	0.0	0.0	20	0.0	0	0		
GATWICK	COBALT	S	D	25	0	0	0.0	32.0	28.0	12.0	8.0	12.0	4.0	4.0	0.0	0.0	0.0	37	0.0	0	0		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	18.5	29.6	22.2	11.1	11.1	0.0	7.4	0.0	0.0	0.0	0.0	17	83.3	10	30		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	0.0	14.3	64.3	7.1	10.7	0.0	0.0	3.6	0.0	0.0	0.0	18	58.1	17	31		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	12	8		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	3	8		
GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	1		
GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	7	4		
HEATHROW	AEGEAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.9	6	31		
HEATHROW	AEGEAN AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.3	12	31		
HEATHROW	BRITISH AIRWAYS PLC	S	A	38	0	0	10.5	34.2	26.3	13.2	15.8	0.0	0.0	0.0	0.0	0.0	0.0	11	89.2	7	37		
HEATHROW	BRITISH AIRWAYS PLC	S	D	38	0	0	0.0	7.9	50.0	34.2	7.9	0.0	0.0	0.0	0.0	0.0	0.0	14	64.9	15	37		
HEATHROW	COBALT	S	A	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0		
HEATHROW	COBALT	S	D	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
LUTON	AIR HAMBURG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
LUTON	BLUE AIR TRANSPORT AERIAN	S	A	14	0	0	0.0	57.1	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	2	14		
LUTON	BLUE AIR TRANSPORT AERIAN	S	D	14	0	0	0.0	0.0	42.9	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	23	64.3	15	14		
LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1		
STANSTED	COBALT	S	A	19	0	1	20.0	50.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2	0.0	0	0		
STANSTED	COBALT	S	D	20	0	1	0.0	23.8	57.1	9.5	0.0	0.0	4.8	0.0	0.0	0.0	4.8	11	0.0	0	0		
STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0		
STANSTED	Unknown	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	3	31		
STANSTED	Unknown	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	5	31		
MANCHESTER	COBALT	S	A	10	0	0	0.0	70.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	9		
MANCHESTER	COBALT	S	D	10	0	0	0.0	10.0	60.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20	88.9	7	9		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0		
MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	1	1		



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MANCHESTER	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	3
	NEWCASTLE	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<b>TOTAL LARNACA</b>					<b>351</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>28.0</b>	<b>38.0</b>	<b>14.7</b>	<b>9.3</b>	<b>2.0</b>	<b>1.1</b>	<b>0.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>17</b>	<b>80.9</b>	<b>8</b>	<b>401</b>
LAS PALMAS																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	11	100.0	5	4	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	4	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	142	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	13	0	0	7.7	38.5	15.4	7.7	15.4	7.7	0.0	7.7	0.0	0.0	31	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	14	0	0	0.0	21.4	42.9	14.3	14.3	0.0	0.0	7.1	0.0	0.0	26	0.0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	8	
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8	
	BIRMINGHAM	RYANAIR	S	A	10	0	0	20.0	50.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	10	70.0	12	10	
	BIRMINGHAM	RYANAIR	S	D	10	0	0	0.0	30.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	15	80.0	9	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	23	1	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	14	0	0	21.4	35.7	0.0	21.4	7.1	7.1	0.0	0.0	7.1	0.0	55	66.7	11	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	14	0	0	0.0	14.3	57.1	21.4	0.0	0.0	0.0	0.0	7.1	0.0	51	77.8	7	9	
	BOURNEMOUTH	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4	
	BOURNEMOUTH	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	30	75.0	30	4	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	58	75.0	13	4	
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	58	100.0	0	4	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	12.5	37.5	12.5	12.5	12.5	0.0	12.5	0.0	0.0	63	57.1	15	7	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	37.5	37.5	0.0	0.0	12.5	0.0	12.5	0.0	0.0	52	71.4	14	7	
	BRISTOL	RYANAIR	S	A	6	0	0	0.0	0.0	66.7	16.7	0.0	0.0	16.7	0.0	0.0	0.0	38	83.3	19	6	
	BRISTOL	RYANAIR	S	D	6	0	0	0.0	50.0	33.3	0.0	0.0	0.0	16.7	0.0	0.0	0.0	25	100.0	2	6	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	35	50.0	15	4	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	22	100.0	5	4	
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	6	50.0	14	8	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	23	9		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	1	1	0.0	0.0	33.3	0.0	16.7	16.7	0.0	0.0	0.0	16.7	16.7	36	25.0	69	4		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	2	1	0.0	14.3	28.6	0.0	14.3	0.0	0.0	0.0	0.0	28.6	14.3	18	33.3	17	3		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	33.3	11.1	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	75.0	29	8		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	87.5	25	8		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	6	0	0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	7	5		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	7	5		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	33.3	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	77.8	9	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	100.0	3	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	12	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	9		
EDINBURGH	JET2.COM LTD	S	A	9	0	0	22.2	22.2	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	80.0	12	5		
EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	80.0	10	5		
EDINBURGH	RYANAIR	S	A	9	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	8	8		
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	8		
EDINBURGH	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	26	4		
EDINBURGH	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	26	4		
EXETER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	32	100.0	7	4		
EXETER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	38	100.0	0	4		
GLASGOW	JET2.COM LTD	S	A	13	0	1	7.1	14.3	50.0	7.1	7.1	7.1	0.0	0.0	0.0	0.0	7.1	18	84.6	9	13		
GLASGOW	JET2.COM LTD	S	D	13	0	1	0.0	21.4	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	7.1	11	84.6	4	13		
GLASGOW	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	4		
GLASGOW	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	7	4		
GLASGOW	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4		
GLASGOW	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	6	4		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

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MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9		
	LEEDS BRADFORD	JET2.COM LTD	S	A	12	0	1	23.1	15.4	23.1	15.4	0.0	15.4	0.0	0.0	0.0	0.0	7.7	20	58.3	27	12	
	LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	30.8	38.5	0.0	23.1	7.7	0.0	0.0	0.0	0.0	21	91.7	3	12		
	LEEDS BRADFORD	RYANAIR	S	A	7	0	2	33.3	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22.2	12	100.0	2	9	
	LEEDS BRADFORD	RYANAIR	S	D	7	0	2	0.0	11.1	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	22.2	29	88.9	7	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	5		
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	30	5		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	2.9	38.2	32.4	5.9	17.6	2.9	0.0	0.0	0.0	0.0	11	64.7	14	34		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	0.0	11.8	73.5	5.9	8.8	0.0	0.0	0.0	0.0	0.0	9	73.5	9	34		
	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	14	9		
	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	11	9		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	10	0	0	0.0	20.0	20.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	26	70.0	21	10		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	10	0	0	0.0	0.0	60.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	21	90.0	8	10		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	5	5		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	4	6		
	GATWICK	TUI AIRWAYS LTD	C	A	19	0	1	0.0	35.0	20.0	10.0	25.0	5.0	0.0	0.0	0.0	5.0	20	54.5	14	22		
	GATWICK	TUI AIRWAYS LTD	C	D	19	0	0	0.0	5.3	63.2	10.5	10.5	5.3	0.0	0.0	5.3	0.0	55	78.3	11	23		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	219	50.0	41	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	64	90.0	3	20		
	HEATHROW	IBERIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.8	3	16		
	LUTON	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	23	9		
	LUTON	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	15	9		
	LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	32	50.0	15	4		
	LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	25	100.0	7	4		
	STANSTED	JET2.COM LTD	S	A	14	0	0	0.0	14.3	42.9	14.3	0.0	21.4	7.1	0.0	0.0	0.0	29	0.0	0	0		
	STANSTED	JET2.COM LTD	S	D	14	0	0	0.0	35.7	42.9	7.1	7.1	7.1	0.0	0.0	0.0	0.0	14	0.0	0	0		
	STANSTED	RYANAIR	S	A	26	0	0	19.2	15.4	19.2	15.4	15.4	11.5	0.0	3.8	0.0	0.0	28	24.0	44	25		
	STANSTED	RYANAIR	S	D	26	0	0	0.0	0.0	53.8	30.8	7.7	7.7	0.0	0.0	0.0	0.0	21	80.0	13	25		
	STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	25	4		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	4	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	0.0	0.0	42.9	0.0	42.9	14.3	0.0	0.0	0.0	0.0	0.0	29	71.4	10	7	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	0.0	0.0	14.3	14.3	42.9	14.3	14.3	0.0	0.0	0.0	0.0	55	85.7	6	7	
	MANCHESTER	JET2.COM LTD	S	A	19	0	0	15.8	26.3	26.3	5.3	10.5	10.5	0.0	5.3	0.0	0.0	0.0	32	61.5	15	13	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	5.6	61.1	11.1	11.1	5.6	0.0	5.6	0.0	0.0	0.0	31	92.3	8	13	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	24	8	
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	8	
	MANCHESTER	RYANAIR	S	A	10	0	1	54.5	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	1	90.0	4	10	
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	10.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	12	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	44.4	22.2	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	88.9	5	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	88.9	9	9	
	MANCHESTER	THOMAS COOK SCANDANAVIA	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	102	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	19	0	0	5.3	21.1	36.8	5.3	15.8	15.8	0.0	0.0	0.0	0.0	0.0	23	72.2	9	18	
	MANCHESTER	TUI AIRWAYS LTD	C	D	19	0	0	0.0	5.3	57.9	15.8	21.1	0.0	0.0	0.0	0.0	0.0	0.0	17	89.5	4	19	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	3	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3	
	NEWCASTLE	JET2.COM LTD	S	A	10	0	0	10.0	50.0	20.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	16	77.8	7	9	
	NEWCASTLE	JET2.COM LTD	S	D	10	0	0	0.0	20.0	50.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	27	88.9	11	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	48	77.8	7	9	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	48	100.0	2	9	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	13	7	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	11	7	
<b>TOTAL LAS PALMAS</b>					<b>773</b>	<b>3</b>	<b>11</b>	<b>7.1</b>	<b>22.7</b>	<b>39.4</b>	<b>10.2</b>	<b>9.3</b>	<b>6.1</b>	<b>1.7</b>	<b>1.3</b>	<b>0.5</b>	<b>0.4</b>	<b>1.4</b>	<b>23</b>	<b>76.8</b>	<b>12</b>	<b>843</b>	
LAS VEGAS																							
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	37	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	71.4	41	7	

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								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	7	0	0	0.0	0.0	57.1	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	18	71.4	13	7
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	22	0	0	0.0	9.1	40.9	36.4	13.6	0.0	0.0	0.0	0.0	0.0	0.0	17	62.5	19	24
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	23	0	0	0.0	8.7	56.5	17.4	8.7	8.7	0.0	0.0	0.0	0.0	0.0	17	84.0	7	25
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	2.3	23.3	23.3	23.3	14.0	4.7	9.3	0.0	0.0	0.0	0.0	28	84.1	11	44
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	9.3	30.2	27.9	18.6	7.0	7.0	0.0	0.0	0.0	0.0	33	62.2	17	45
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	40.0	0.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	50	83.3	23	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	35	78.6	20	14
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	66.7	14	6
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	4	6
<b>TOTAL LAS VEGAS</b>					<b>164</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>13.4</b>	<b>36.6</b>	<b>25.0</b>	<b>13.4</b>	<b>4.9</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>74.0</b>	<b>15</b>	<b>192</b>
LEEDS BRADFORD																						
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.7	10	15
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.3	4	23
	ABERDEEN	FLYBE LTD	S	A	16	0	6	0.0	18.2	18.2	18.2	0.0	18.2	0.0	0.0	0.0	27.3	33	0.0	0	0	
	ABERDEEN	FLYBE LTD	S	D	17	0	6	0.0	0.0	34.8	13.0	13.0	8.7	4.3	0.0	0.0	26.1	36	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	113	0	13	11.9	42.9	13.5	7.1	7.9	3.2	2.4	0.8	0.0	0.0	10.3	16	97.4	2	116
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	115	0	12	0.8	40.2	34.6	4.7	5.5	3.1	1.6	0.0	0.0	0.0	9.4	10	97.4	1	116
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	104	0.0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	8	2	
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1	
	CARDIFF WALES	BMI REGIONAL	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	CARDIFF WALES	BMI REGIONAL	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	DONCASTER SHEFFIELD	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GLASGOW	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.5	13	40	
	GLASGOW	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.5	13	40	
	GATWICK	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017		
																More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
HEATHROW		BRITISH AIRWAYS PLC		S	A	46	0	7	28.3	26.4	17.0	5.7	5.7	1.9	0.0	1.9	0.0	0.0	13.2	13	88.6	5	88					
HEATHROW		BRITISH AIRWAYS PLC		S	D	48	0	6	0.0	38.9	38.9	1.9	7.4	1.9	0.0	0.0	0.0	0.0	11.1	8	92.0	4	88					
LUTON		MONARCH AIRLINES		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1						
LUTON		MONARCH AIRLINES		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1						
MANCHESTER		BRITISH AIRWAYS PLC		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0						
MANCHESTER		BRITISH AIRWAYS PLC		S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	109	0.0	0	0						
MANCHESTER		FLYBE LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	0	1						
MANCHESTER		JET2.COM LTD		S	D	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0						
NEWCASTLE		BRITISH AIRWAYS PLC		C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0						
NEWCASTLE		EASTERN AIRWAYS		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0						
NEWCASTLE		FLYBE LTD		S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0						
SOUTHAMPTON		EASTERN AIRWAYS		S	A	2	0	5	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	71.4	0	94.4	3	18						
SOUTHAMPTON		EASTERN AIRWAYS		S	D	3	0	4	0.0	0.0	0.0	14.3	14.3	14.3	0.0	0.0	0.0	57.1	39	100.0	1	23						
SOUTHAMPTON		FLYBE LTD		S	A	26	0	11	10.8	21.6	18.9	2.7	13.5	0.0	0.0	2.7	0.0	0.0	29.7	20	0.0	0	0					
SOUTHAMPTON		FLYBE LTD		S	D	25	0	8	0.0	27.3	33.3	0.0	6.1	6.1	3.0	0.0	0.0	24.2	18	0.0	0	0						
<b>TOTAL LEEDS BRADFORD</b>						<b>420</b>	<b>0</b>	<b>82</b>	<b>7.0</b>	<b>32.7</b>	<b>25.1</b>	<b>5.8</b>	<b>7.0</b>	<b>4.2</b>	<b>1.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>16.3</b>	<b>15</b>	<b>91.9</b>	<b>4</b>	<b>579</b>					
LEIPZIG																												
BIRMINGHAM		RYANAIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1						
EAST MIDLANDS INTERNATIONAL		RYANAIR		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	16	2						
GATWICK		TITAN AIRWAYS LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
LUTON		WIZZ AIR		S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	230	0.0	0	0						
STANSTED		RYANAIR		S	A	13	0	0	7.7	38.5	15.4	0.0	7.7	30.8	0.0	0.0	0.0	0.0	30	78.6	35	14						
STANSTED		RYANAIR		S	D	13	0	0	0.0	7.7	46.2	15.4	0.0	30.8	0.0	0.0	0.0	0.0	31	94.4	9	18						
<b>TOTAL LEIPZIG</b>						<b>27</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>22.2</b>	<b>29.6</b>	<b>7.4</b>	<b>3.7</b>	<b>29.6</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>86.1</b>	<b>19</b>	<b>36</b>					
LELYSTAD																												
LUTON		VISTAJET LTD MALTA		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
<b>TOTAL LELYSTAD</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>						
LIBERIA																												
GATWICK		TUI AIRWAYS LTD		C	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	54	4						
GATWICK		TUI AIRWAYS LTD		C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	96	4						
<b>TOTAL LIBERIA</b>						<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>25.0</b>	<b>75</b>	<b>8</b>					



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	LEEDS BRADFORD	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	2
	LEEDS BRADFORD	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	STANSTED	RYANAIR	S	A	20	0	0	5.0	25.0	15.0	50.0	5.0	0.0	0.0	0.0	0.0	0.0	14	84.2	6	19	
	STANSTED	RYANAIR	S	D	20	0	0	0.0	5.0	55.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	14	88.9	7	18	
	MANCHESTER	RYANAIR	S	A	9	0	1	0.0	0.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	10.0	46	70.0	9	9	
	MANCHESTER	RYANAIR	S	D	9	0	1	0.0	30.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	10.0	21	90.0	2	9	
	SOUTHAMPTON	FLYBE LTD	S	A	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
	SOUTHAMPTON	FLYBE LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4	
<b>TOTAL LIMOGES</b>					<b>88</b>	<b>0</b>	<b>6</b>	<b>1.1</b>	<b>22.3</b>	<b>31.9</b>	<b>22.3</b>	<b>11.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>16</b>	<b>83.5</b>	<b>5</b>	<b>91</b>
LINZ																						
	GATWICK	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	162	0.0	0	0	
	STANSTED	RYANAIR	S	A	8	0	1	11.1	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11.1	4	87.5	5	8	
	STANSTED	RYANAIR	S	D	8	0	1	0.0	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	11.1	11	87.5	7	8	
<b>TOTAL LINZ</b>					<b>17</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>21.1</b>	<b>36.8</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>17</b>	<b>87.5</b>	<b>6</b>	<b>16</b>	
LISBON																						
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	2	14	
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	6	14	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	17	0	2	5.3	0.0	47.4	10.5	15.8	5.3	0.0	0.0	5.3	0.0	10.5	52	63.2	20	19
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	17	0	2	0.0	15.8	47.4	15.8	5.3	0.0	0.0	5.3	0.0	10.5	41	57.9	24	19	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	15.4	15.4	38.5	7.7	7.7	7.7	0.0	0.0	0.0	7.7	13	84.6	17	13	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	12	0	1	0.0	30.8	46.2	15.4	0.0	0.0	0.0	0.0	0.0	7.7	7	92.3	11	13	
	GLASGOW	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	15	0.0	55	1	
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	11.1	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	21	50.0	27	2	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	38.5	46.2	7.7	0.0	7.7	0.0	0.0	0.0	0.0	10	85.7	9	14	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	69.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	4	92.9	5	14	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	GATWICK	AIR PORTUGAL	S	A	47	0	1	10.4	43.8	25.0	10.4	6.3	2.1	0.0	0.0	0.0	2.1	9	71.1	13	45	
	GATWICK	AIR PORTUGAL	S	D	47	0	1	0.0	12.5	52.1	12.5	14.6	2.1	4.2	0.0	0.0	2.1	20	48.9	23	45	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	27.4	25.8	21.0	8.1	4.8	9.7	1.6	0.0	1.6	0.0	21	67.7	22	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	0.0	24.2	48.4	11.3	11.3	3.2	1.6	0.0	0.0	0.0	16	56.5	20	62	
	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	69.2	11	13	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

## Origin/Destinations: L

## NUMBER OF FLIGHTS

## PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	13	
	GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	HEATHROW	AIR PORTUGAL	S	A	169	0	8	6.2	14.7	27.1	19.8	18.6	7.9	0.6	0.6	0.0	0.0	4.5	23	68.0	14	169	
	HEATHROW	AIR PORTUGAL	S	D	169	0	8	0.0	22.0	36.7	13.0	14.7	7.3	1.1	0.6	0.0	0.0	4.5	21	73.4	15	169	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	1	4	11.7	31.9	23.4	12.8	11.7	1.1	1.1	1.1	0.0	1.1	4.3	15	83.1	9	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	3	0.0	34.4	41.9	10.8	7.5	2.2	0.0	0.0	0.0	0.0	3.2	10	93.3	7	90	
	LONDON CITY	AIR PORTUGAL	S	A	47	0	2	4.1	34.7	26.5	14.3	10.2	2.0	4.1	0.0	0.0	0.0	4.1	17	0.0	0	0	
	LONDON CITY	AIR PORTUGAL	S	D	47	0	4	0.0	23.5	25.5	13.7	23.5	3.9	2.0	0.0	0.0	0.0	7.8	23	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	1	6.6	23.0	24.6	13.1	16.4	11.5	3.3	0.0	0.0	0.0	1.6	27	61.7	24	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	1	0.0	9.8	52.5	13.1	8.2	11.5	1.6	1.6	0.0	0.0	1.6	23	63.8	17	47	
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	RYANAIR	S	A	78	0	4	8.5	25.6	23.2	13.4	17.1	6.1	0.0	0.0	1.2	0.0	4.9	24	70.7	16	91	
	STANSTED	RYANAIR	S	D	77	0	3	0.0	0.0	47.5	23.8	16.3	6.3	1.3	1.3	0.0	0.0	3.8	26	75.3	16	93	
	MANCHESTER	AIR PORTUGAL	S	A	52	0	1	7.5	20.8	32.1	13.2	13.2	11.3	0.0	0.0	0.0	0.0	1.9	20	80.0	14	30	
	MANCHESTER	AIR PORTUGAL	S	D	52	0	1	0.0	13.2	30.2	18.9	18.9	17.0	0.0	0.0	0.0	0.0	1.9	31	60.0	23	30	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	14	14		
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	14		
	MANCHESTER	RYANAIR	S	A	16	0	0	0.0	31.3	25.0	12.5	12.5	18.8	0.0	0.0	0.0	0.0	0.0	24	69.6	12	23	
	MANCHESTER	RYANAIR	S	D	16	0	0	0.0	12.5	43.8	6.3	12.5	25.0	0.0	0.0	0.0	0.0	0.0	32	73.9	9	23	
<b>TOTAL LISBON</b>					<b>1343</b>	<b>1</b>	<b>48</b>	<b>4.6</b>	<b>21.9</b>	<b>34.1</b>	<b>14.2</b>	<b>13.3</b>	<b>6.7</b>	<b>1.1</b>	<b>0.4</b>	<b>0.3</b>	<b>0.1</b>	<b>3.4</b>	<b>21</b>	<b>72.6</b>	<b>15</b>	<b>1294</b>	
LIVERPOOL (JOHN LENNON)																							
	ABERDEEN	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	183	1		
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	20	0	1	0.0	47.6	14.3	9.5	14.3	0.0	4.8	0.0	4.8	0.0	4.8	36	95.8	3	24	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	17	0	1	0.0	33.3	33.3	5.6	16.7	0.0	5.6	0.0	0.0	0.0	5.6	18	95.8	4	24	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	171	0	1	5.8	60.5	17.4	5.8	5.2	2.9	1.7	0.0	0.0	0.0	0.6	9	88.0	8	175	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	171	0	1	2.9	28.5	47.1	6.4	9.9	3.5	0.6	0.6	0.0	0.0	0.6	12	86.2	8	174	
	BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1		
	BIRMINGHAM	STOBART AIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	172	0.0	0	0		
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	304	0.0	0	0		
	BIRMINGHAM	WIZZ AIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	64	0.0	0	0		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: L																		MAR 2017		
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m	15 m to 1 m	0 m to 15 m	16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	late	late	late	late	late	late	late	late				
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	90	0.0	0	0
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	43	0	2	11.1	53.3	17.8	6.7	2.2	2.2	2.2	0.0	0.0	0.0	4.4	9	0.0	0	0
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	43	0	2	2.2	60.0	20.0	6.7	2.2	2.2	0.0	2.2	0.0	0.0	4.4	11	0.0	0	0
	ISLE OF MAN	FLYBE LTD	S	A	109	0	1	1.8	57.3	26.4	1.8	5.5	4.5	1.8	0.0	0.0	0.0	0.9	10	0.0	0	0
	ISLE OF MAN	FLYBE LTD	S	D	107	0	3	0.0	29.1	52.7	6.4	3.6	4.5	0.9	0.0	0.0	0.0	2.7	10	0.0	0	0
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	23	0	1	0.0	54.2	25.0	12.5	4.2	0.0	0.0	0.0	0.0	0.0	4.2	6	68.6	52	35
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	31	0	1	0.0	9.4	62.5	15.6	6.3	3.1	0.0	0.0	0.0	0.0	3.1	11	62.9	47	35
	GATWICK	BMI REGIONAL	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	BMI REGIONAL	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	GATWICK	GAINJET AVIATION	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	30	1
	NEWCASTLE	EASTERN AIRWAYS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>					<b>747</b>	<b>0</b>	<b>14</b>	<b>3.2</b>	<b>43.6</b>	<b>33.2</b>	<b>6.3</b>	<b>6.4</b>	<b>3.4</b>	<b>1.4</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>1.8</b>	<b>12</b>	<b>84.3</b>	<b>14</b>	<b>471</b>
LJUBLJANA																						
	GLASGOW	ADRIA AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	23.5	41.2	5.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	5.9	12	77.8	15	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	0.0	25.0	56.3	0.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	16	88.9	17	18
	LUTON	WIZZ AIR	S	A	18	0	1	36.8	36.8	5.3	5.3	5.3	5.3	0.0	0.0	0.0	0.0	5.3	9	88.2	6	17
	LUTON	WIZZ AIR	S	D	18	0	0	0.0	22.2	55.6	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	16	82.4	9	17
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	33	0	1	2.9	58.8	23.5	2.9	5.9	2.9	0.0	0.0	0.0	0.0	2.9	7	100.0	1	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	0.0	20.6	70.6	5.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	8	100.0	0	31
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LJUBLJANA</b>					<b>136</b>	<b>0</b>	<b>3</b>	<b>8.6</b>	<b>35.3</b>	<b>38.8</b>	<b>5.8</b>	<b>4.3</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>10</b>	<b>91.8</b>	<b>6</b>	<b>134</b>
LODZ LUBLINEK																						
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	3	8
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	7	8

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	STANSTED	RYANAIR	S	A	27	0	0	11.1	25.9	25.9	14.8	22.2	0.0	0.0	0.0	0.0	0.0	14	81.5	19	27	
	STANSTED	RYANAIR	S	D	27	0	0	0.0	3.7	48.1	22.2	22.2	3.7	0.0	0.0	0.0	0.0	20	88.9	7	27	
<b>TOTAL LODZ LUBLINEK</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>15.3</b>	<b>38.9</b>	<b>18.1</b>	<b>22.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.7</b>	<b>11</b>	<b>70</b>	
LONDON CITY																						
	ABERDEEN	FLYBE LTD	S	A	42	0	6	0.0	35.4	35.4	8.3	2.1	6.3	0.0	0.0	0.0	0.0	12.5	11	84.6	10	52
	ABERDEEN	FLYBE LTD	S	D	43	0	5	0.0	50.0	25.0	4.2	4.2	6.3	0.0	0.0	0.0	0.0	10.4	10	82.4	11	51
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	90	0	10	5.0	30.0	37.0	10.0	5.0	2.0	0.0	1.0	0.0	0.0	10.0	14	90.4	9	93
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	94	0	6	0.0	35.0	47.0	5.0	2.0	3.0	0.0	2.0	0.0	0.0	6.0	12	87.4	6	93
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.2	6	51	
	CARDIFF WALES	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.0	5	51	
	EDINBURGH	BA CITYFLYER LTD	S	A	210	0	18	17.5	42.5	18.9	6.6	4.4	1.8	0.0	0.0	0.4	0.0	7.9	9	83.8	9	260
	EDINBURGH	BA CITYFLYER LTD	S	D	208	0	18	1.3	58.4	22.1	5.3	1.3	2.7	0.9	0.0	0.0	0.0	8.0	7	80.8	12	260
	EDINBURGH	FLYBE LTD	S	A	91	0	12	5.8	45.6	20.4	7.8	3.9	2.9	1.0	1.0	0.0	0.0	11.7	11	71.9	16	131
	EDINBURGH	FLYBE LTD	S	D	94	0	10	0.0	42.3	35.6	4.8	3.8	2.9	1.0	0.0	0.0	0.0	9.6	10	77.8	12	132
	EXETER	FLYBE LTD	S	A	27	0	2	10.3	41.4	27.6	0.0	6.9	3.4	3.4	0.0	0.0	0.0	6.9	13	100.0	1	30
	EXETER	FLYBE LTD	S	D	26	0	2	0.0	50.0	32.1	7.1	3.6	0.0	0.0	0.0	0.0	0.0	7.1	4	90.0	11	30
	GLASGOW	BA CITYFLYER LTD	S	A	135	0	12	6.8	41.5	24.5	10.2	4.1	4.8	0.0	0.0	0.0	0.0	8.2	10	78.2	11	165
	GLASGOW	BA CITYFLYER LTD	S	D	133	0	14	0.7	53.7	23.8	8.8	2.0	1.4	0.0	0.0	0.0	0.0	9.5	6	79.8	14	163
	ISLE OF MAN	BA CITYFLYER LTD	S	A	74	0	3	2.6	40.3	23.4	15.6	6.5	5.2	1.3	1.3	0.0	0.0	3.9	18	0.0	0	0
	ISLE OF MAN	BA CITYFLYER LTD	S	D	71	0	3	1.4	51.4	33.8	4.1	1.4	2.7	0.0	1.4	0.0	0.0	4.1	11	0.0	0	0
	ISLE OF MAN	FLYBE LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	82	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	A	34	0	3	2.7	21.6	37.8	2.7	16.2	10.8	0.0	0.0	0.0	0.0	8.1	22	49.0	33	48
	JERSEY	BLUE ISLANDS LIMITED	S	D	38	0	3	0.0	29.3	29.3	9.8	9.8	14.6	0.0	0.0	0.0	0.0	7.3	24	67.3	23	49
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	4	0	1	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	1	0.0	0	0
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	75	0.0	0	0
	SOUTHAMPTON	SKY WORK AG	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1	
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
<b>TOTAL LONDON CITY</b>					<b>1422</b>	<b>0</b>	<b>128</b>	<b>4.8</b>	<b>44.0</b>	<b>27.5</b>	<b>7.2</b>	<b>3.8</b>	<b>3.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>8.3</b>	<b>11</b>	<b>80.4</b>	<b>12</b>	<b>1660</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: L				PERCENTAGE OF FLIGHTS LATE																MAR 2017					
				NUMBER OF FLIGHTS																							
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat					
LONGYEARBYEN (SVALBARD)																											
	BRISTOL	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
	CARDIFF WALES	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0					
<b>TOTAL LONGYEARBYEN (SVALBARD)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
LOS ANGELES INTERNATIONAL																											
	BELFAST CITY (GEORGE BEST)	TRIAIR (BERMUDA) LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1					
	BELFAST CITY (GEORGE BEST)	TRIAIR (BERMUDA) LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	24	0	0	0.0	0.0	16.7	29.2	20.8	20.8	4.2	8.3	0.0	0.0	0.0	65	81.8	7	22					
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	24	0	0	0.0	12.5	25.0	12.5	25.0	8.3	8.3	8.3	0.0	0.0	0.0	56	63.6	18	22					
	GATWICK	NORWEGIAN AIR UK LTD	S	A	10	0	0	10.0	0.0	20.0	30.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	52	0.0	0	0					
	GATWICK	NORWEGIAN AIR UK LTD	S	D	10	0	0	0.0	10.0	20.0	20.0	20.0	10.0	0.0	20.0	0.0	0.0	0.0	67	0.0	0	0					
	HEATHROW	AMERICAN AIRLINES	S	A	61	0	1	21.0	35.5	21.0	8.1	6.5	4.8	1.6	0.0	0.0	0.0	1.6	13	73.8	20	61					
	HEATHROW	AMERICAN AIRLINES	S	D	61	0	1	0.0	43.5	21.0	16.1	9.7	4.8	3.2	0.0	0.0	0.0	1.6	18	82.0	14	61					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	1	2.3	20.7	28.7	16.1	11.5	11.5	0.0	6.9	1.1	0.0	1.1	41	60.7	17	61					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	1	0.0	10.2	48.9	17.0	13.6	5.7	0.0	2.3	1.1	0.0	1.1	28	77.4	31	62					
	HEATHROW	ETHIOPIAN AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0					
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	12.9	29.0	32.3	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	61.3	36	31					
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	0.0	32.3	61.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.9	15	31					
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	61	0	0	21.3	24.6	26.2	6.6	11.5	6.6	1.6	0.0	1.6	0.0	0.0	38	67.3	14	55					
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	48.4	35.5	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	89.3	9	56					
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1					
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>549</b>	<b>0</b>	<b>4</b>	<b>6.0</b>	<b>26.0</b>	<b>31.8</b>	<b>14.1</b>	<b>9.9</b>	<b>6.9</b>	<b>1.4</b>	<b>2.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.7</b>	<b>28</b>	<b>74.6</b>	<b>18</b>	<b>465</b>					
LUANDA																											
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	33.3	33.3	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	88.9	5	9					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	4	9					
<b>TOTAL LUANDA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.9</b>	<b>5</b>	<b>18</b>					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

|-----|-----|-----|

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early													
LUBLIN (PORT LOTNICZY)	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	44.4	33.3	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	29	87.5	6	8
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	11.1	33.3	33.3	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	34	87.5	8	8
	GLASGOW	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	34	6
	GLASGOW	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	36	6
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	LUTON	WIZZ AIR	S	A	28	0	0	50.0	25.0	21.4	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	24
	LUTON	WIZZ AIR	S	D	28	0	0	0.0	25.0	53.6	3.6	10.7	7.1	0.0	0.0	0.0	0.0	0.0	15	79.2	13	24
	STANSTED	RYANAIR	S	A	18	0	0	11.1	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	5	14
	STANSTED	RYANAIR	S	D	18	0	0	0.0	27.8	61.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	92.9	3	14
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>26.6</b>	<b>41.4</b>	<b>7.0</b>	<b>3.9</b>	<b>3.1</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.6</b>	<b>10</b>	<b>104</b>
LUTON	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	A	24	0	1	4.0	48.0	16.0	12.0	8.0	8.0	0.0	0.0	0.0	0.0	4.0	13	70.4	17	27
	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	D	24	0	1	0.0	56.0	8.0	12.0	8.0	12.0	0.0	0.0	0.0	0.0	4.0	16	55.6	22	27
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	106	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	104	0	1	6.7	38.1	28.6	11.4	7.6	4.8	0.0	1.9	0.0	0.0	1.0	17	84.1	10	107
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	104	0	3	4.7	12.1	46.7	17.8	8.4	4.7	1.9	0.9	0.0	0.0	2.8	20	72.9	15	107
	BELFAST INTERNATIONAL	VISTAJET LTD MALTA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	86	0	7	7.5	30.1	24.7	17.2	8.6	4.3	0.0	0.0	0.0	0.0	7.5	14	60.0	19	95
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	86	0	7	1.1	34.4	26.9	14.0	11.8	3.2	1.1	0.0	0.0	0.0	7.5	16	73.7	15	95
	EXETER	AURIGNY AIR SERVICES	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	65	0	6	5.6	35.2	26.8	11.3	9.9	1.4	1.4	0.0	0.0	0.0	8.5	13	66.2	16	71
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	65	0	6	0.0	42.3	28.2	8.5	9.9	0.0	2.8	0.0	0.0	0.0	8.5	13	84.7	10	72
	GLASGOW	WIZZ AIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GLASGOW	WIZZ AIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S A	4	0	0	0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S D	4	0	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
JERSEY	EASYJET AIRLINE COMPANY LTD	S A	5	0	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	8	18
JERSEY	EASYJET AIRLINE COMPANY LTD	S D	5	0	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	6	18
LIVERPOOL (JOHN LENNON)	CELLO AVIATION LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LIVERPOOL (JOHN LENNON)	CELLO AVIATION LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C D	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LIVERPOOL (JOHN LENNON)	JOTA AVIATION LTD	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
GATWICK	TUI AIRWAYS LTD	S D	1	0	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	80	0.0	0	0
MANCHESTER	JET2.COM LTD	C D	1	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LUTON</b>			<b>593</b>	<b>0</b>	<b>32</b>	<b>4.3</b>	<b>32.5</b>	<b>29.3</b>	<b>13.6</b>	<b>9.6</b>	<b>4.2</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>16</b>	<b>73.3</b>	<b>14</b>	<b>641</b>
LUXEMBOURG																						
BIRMINGHAM	FLYBE LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	7	20
BIRMINGHAM	FLYBE LTD	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	10	20
EAST MIDLANDS INTERNATIONAL	DUCAIR	S D	2	0	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	23	0	0	0	0.0	34.8	34.8	4.3	17.4	4.3	0.0	4.3	0.0	0.0	0.0	0.0	24	47.8	32	22
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	23	0	0	0	0.0	17.4	47.8	13.0	13.0	4.3	0.0	4.3	0.0	0.0	0.0	0.0	22	54.5	28	22
GATWICK	LUXAIR	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	2
HEATHROW	BRITISH AIRWAYS PLC	S A	60	0	1	26.2	39.3	16.4	8.2	4.9	3.3	0.0	0.0	0.0	0.0	0.0	1.6	8	93.3	2	60	
HEATHROW	BRITISH AIRWAYS PLC	S D	60	0	1	0.0	47.5	34.4	8.2	8.2	0.0	0.0	0.0	0.0	0.0	0.0	1.6	7	95.0	2	60	
LONDON CITY	LUXAIR	S A	143	0	13	1.9	50.6	30.8	4.5	2.6	1.3	0.0	0.0	0.0	0.0	0.0	8.3	5	93.1	7	160	
LONDON CITY	LUXAIR	S D	143	0	14	0.0	45.9	32.5	8.3	1.9	2.5	0.0	0.0	0.0	0.0	0.0	8.9	6	79.4	12	160	
LUTON	LUXAVIATION	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
LUTON	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
LUTON	VISTAJET LTD MALTA	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
STANSTED	LUXAIR	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	132	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	LUXAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	139	0.0	0	0
	STANSTED	RYANAIR	S	A	30	0	1	12.9	16.1	25.8	9.7	6.5	19.4	6.5	0.0	0.0	0.0	3.2	34	96.8	0	30
	STANSTED	RYANAIR	S	D	30	0	1	0.0	3.2	45.2	12.9	12.9	19.4	3.2	0.0	0.0	0.0	3.2	36	93.5	5	31
	MANCHESTER	FLYBE LTD	S	A	20	0	0	0.0	55.0	20.0	0.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	15	95.0	4	20
	MANCHESTER	FLYBE LTD	S	D	20	0	0	0.0	5.0	70.0	5.0	15.0	5.0	0.0	0.0	0.0	0.0	0.0	16	80.0	10	20
	SOUTHEND	LUXAIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL LUXEMBOURG</b>					<b>557</b>	<b>0</b>	<b>31</b>	<b>4.1</b>	<b>40.1</b>	<b>32.1</b>	<b>7.1</b>	<b>6.0</b>	<b>4.1</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>12</b>	<b>86.0</b>	<b>9</b>	<b>630</b>
LUXOR																						
	HEATHROW	EGYPT AIR	S	A	4	0	0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	25.0	34	4
	HEATHROW	EGYPT AIR	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	17	4
<b>TOTAL LUXOR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>50.0</b>	<b>25</b>	<b>8</b>
LYDD																						
	LUTON	AIR HAMBURG	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL LYDD</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>
LYON																						
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	0.0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	49	75.0	26	4
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	33	75.0	27	4
	BIRMINGHAM	FLYBE LTD	S	A	23	0	1	0.0	45.8	20.8	12.5	4.2	0.0	8.3	4.2	0.0	0.0	4.2	28	80.6	9	31
	BIRMINGHAM	FLYBE LTD	S	D	23	0	1	0.0	0.0	66.7	16.7	4.2	0.0	4.2	4.2	0.0	0.0	4.2	27	74.2	11	31
	BRISTOL	BMI REGIONAL	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	4	0	1	20.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	30	75.0	19	4
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	4	0	1	0.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	21	50.0	14	4
	CARDIFF WALES	AIR HORIZONT	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0
	CARDIFF WALES	AIR HORIZONT	C	D	1	0	1	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	50	0.0	0	0
	CARDIFF WALES	AIREXPLORE	C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	CARDIFF WALES	AIREXPLORE	C	D	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	175	0.0	0	0
	CARDIFF WALES	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	CARDIFF WALES	ENTER AIR	C	D	2	1	0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	200	0.0	0	0
	CARDIFF WALES	ENTER AIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	245	0.0	0	0
	CARDIFF WALES	SMALL PLANET AIRLINES POLSKA	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	580	0.0	0	0
	CARDIFF WALES	SMALL PLANET AIRLINES POLSKA	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	205	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	TRADE AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	TRADE AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: L																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	5	0	1	0.0	16.7	16.7	33.3	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	48	37.5	21	8
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	5	0	1	0.0	16.7	50.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.7	43	75.0	7	8
EXETER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	137	0.0	0	0
EXETER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	175	0.0	0	0
GATWICK	AER LINGUS	C	A	10	0	0	0.0	0.0	20.0	30.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	53	25.0	40	4
GATWICK	AER LINGUS	C	D	10	0	0	0.0	10.0	40.0	30.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	37	50.0	29	8
GATWICK	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	55	4
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	69	0	1	12.9	37.1	24.3	10.0	11.4	2.9	0.0	0.0	0.0	0.0	1.4	10	79.4	10	62	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	69	0	1	0.0	21.4	41.4	21.4	7.1	5.7	1.4	0.0	0.0	0.0	1.4	18	61.9	18	62	
GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	4
GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	4
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	3	10.9	35.9	32.6	13.0	3.3	1.1	0.0	0.0	0.0	0.0	3.3	8	88.8	4	89	
HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	3	0.0	44.6	37.0	6.5	6.5	1.1	1.1	0.0	0.0	0.0	3.3	9	92.1	4	89	
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	41	0	2	2.3	27.9	25.6	14.0	18.6	4.7	0.0	2.3	0.0	0.0	4.7	23	69.0	16	42	
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	40	0	2	0.0	16.7	45.2	7.1	19.0	7.1	0.0	0.0	0.0	0.0	4.8	20	71.4	15	42	
STANSTED	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
STANSTED	JET2.COM LTD	S	A	5	0	0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
STANSTED	JET2.COM LTD	S	D	5	0	0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	0.0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	21	4	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	6	4	
MANCHESTER	FLYBE LTD	S	A	24	0	0	0.0	8.3	45.8	29.2	4.2	8.3	4.2	0.0	0.0	0.0	0.0	26	56.7	21	30	
MANCHESTER	FLYBE LTD	S	D	23	0	0	0.0	0.0	69.6	17.4	0.0	8.7	4.3	0.0	0.0	0.0	0.0	21	66.7	14	30	
MANCHESTER	JET2.COM LTD	S	A	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	59	4	
MANCHESTER	JET2.COM LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	25.0	23	4	
SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	3	22	
SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.8	8	22	
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4	



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	4
	SOUTHEND	STOBART AIR	S	A	10	0	0	20.0	20.0	30.0	0.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	57	0.0	0	0	
	SOUTHEND	STOBART AIR	S	D	10	0	0	10.0	20.0	30.0	10.0	10.0	0.0	0.0	20.0	0.0	0.0	0.0	53	0.0	0	0	
<b>TOTAL LYON</b>					<b>627</b>	<b>1</b>	<b>19</b>	<b>4.0</b>	<b>25.8</b>	<b>36.3</b>	<b>13.6</b>	<b>9.4</b>	<b>3.4</b>	<b>1.9</b>	<b>2.3</b>	<b>0.2</b>	<b>0.2</b>	<b>2.9</b>	<b>22</b>	<b>75.2</b>	<b>12</b>	<b>632</b>	
LYON(BRON)																							
	CARDIFF WALES	AIR HORIZONT	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	MANCHESTER	Unknown	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL LYON(BRON)</b>					<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: M																		MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MAASTRICHT																							
	GLASGOW	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	CITY JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
	STANSTED	CITY JET	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	70	1	
	MANCHESTER	CITY JET	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1	
<b>TOTAL MAASTRICHT</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>25.0</b>	<b>30</b>	<b>4</b>	
MADRID																							
	BELFAST INTERNATIONAL	IBERIA EXPRESS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	IBERIA EXPRESS	S	A	14	0	0	7.1	64.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	5	14	
	BIRMINGHAM	IBERIA EXPRESS	S	D	14	0	0	0.0	7.1	57.1	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	71.4	15	14	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	0.0	35.3	58.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	64.7	20	17	
	BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	0.0	41.2	52.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	18	17.6	38	17	
	BOURNEMOUTH	RYANAIR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	27	0	4	16.1	25.8	22.6	3.2	9.7	6.5	3.2	0.0	0.0	0.0	12.9	19	67.7	19	31	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	27	0	4	0.0	32.3	32.3	6.5	12.9	3.2	0.0	0.0	0.0	0.0	12.9	15	74.2	17	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	36	0	4	12.5	35.0	25.0	7.5	5.0	5.0	0.0	0.0	0.0	0.0	10.0	11	75.0	13	40	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	36	0	4	0.0	30.0	37.5	7.5	7.5	7.5	0.0	0.0	0.0	0.0	10.0	15	85.0	8	40	
	EDINBURGH	IBERIA EXPRESS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
	EDINBURGH	IBERIA EXPRESS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	4	
	GLASGOW	RYANAIR	S	A	17	0	0	0.0	64.7	11.8	5.9	5.9	11.8	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	GLASGOW	RYANAIR	S	D	17	0	0	0.0	5.9	52.9	17.6	11.8	5.9	0.0	0.0	5.9	0.0	0.0	48	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	14.3	28.6	33.3	9.5	4.8	4.8	0.0	4.8	0.0	0.0	0.0	20	67.7	23	31	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	23.8	61.9	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	77.4	11	31	
	GATWICK	AIR EUROPA	S	A	62	0	0	3.2	40.3	41.9	8.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	8	62.9	19	62	
	GATWICK	AIR EUROPA	S	D	62	0	0	0.0	35.5	50.0	3.2	4.8	4.8	1.6	0.0	0.0	0.0	0.0	11	54.8	25	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	113	0	1	25.4	31.6	23.7	4.4	8.8	2.6	1.8	0.9	0.0	0.0	0.9	14	73.7	20	133	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	113	0	1	0.0	34.2	43.0	7.0	7.0	5.3	0.9	1.8	0.0	0.0	0.9	16	71.4	18	133	
	GATWICK	IBERIA EXPRESS	S	A	61	0	0	23.0	49.2	19.7	4.9	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3	89.8	6	59	
	GATWICK	IBERIA EXPRESS	S	D	61	0	0	0.0	21.3	62.3	8.2	4.9	3.3	0.0	0.0	0.0	0.0	0.0	10	78.0	13	59	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	50	0	0	12.0	36.0	20.0	6.0	18.0	4.0	0.0	2.0	2.0	0.0	0.0	24	60.8	20	51	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	50	0	0	0.0	22.0	34.0	10.0	24.0	8.0	0.0	2.0	0.0	0.0	0.0	26	62.7	23	51	
	GATWICK	NORWEGIAN AIR SHUTTLE	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M			PERCENTAGE OF FLIGHTS LATE										MAR 2017			
						NUMBER OF FLIGHTS																
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	7	7.8	35.7	24.7	11.0	10.4	3.2	1.9	0.6	0.0	0.0	4.5	17	81.3	11	144	
HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	16	0.0	14.7	49.7	11.7	10.4	2.5	0.0	1.2	0.0	0.0	9.8	16	88.2	8	144	
HEATHROW	IBERIA	S	A	235	0	9	5.3	46.7	29.1	9.4	5.3	0.4	0.0	0.0	0.0	0.0	3.7	7	83.5	8	236	
HEATHROW	IBERIA	S	D	235	0	0	0.0	21.3	50.2	14.0	9.4	4.7	0.4	0.0	0.0	0.0	0.0	15	71.6	13	236	
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	42	0	1	18.6	20.9	23.3	9.3	11.6	9.3	2.3	2.3	0.0	0.0	2.3	24	63.6	22	44	
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	42	0	1	0.0	11.6	55.8	11.6	7.0	9.3	0.0	2.3	0.0	0.0	2.3	21	65.9	19	44	
STANSTED	RYANAIR	S	A	103	0	2	11.4	31.4	23.8	16.2	9.5	4.8	0.0	1.0	0.0	0.0	1.9	15	81.3	9	122	
STANSTED	RYANAIR	S	D	103	0	1	0.0	5.8	40.4	18.3	24.0	6.7	2.9	1.0	0.0	0.0	1.0	29	72.4	16	122	
MANCHESTER	IBERIA EXPRESS	S	A	10	0	0	20.0	40.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	5	9	
MANCHESTER	IBERIA EXPRESS	S	D	10	0	0	0.0	10.0	60.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	18	66.7	11	9	
MANCHESTER	ORANGE2FLY	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
MANCHESTER	RYANAIR	S	A	29	0	0	3.4	17.2	31.0	13.8	20.7	10.3	3.4	0.0	0.0	0.0	0.0	28	67.7	27	31	
MANCHESTER	RYANAIR	S	D	28	0	0	0.0	25.0	39.3	10.7	17.9	3.6	3.6	0.0	0.0	0.0	0.0	19	64.5	20	31	
NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	2	
NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	4	2	
<b>TOTAL MADRID</b>				<b>1988</b>	<b>0</b>	<b>56</b>	<b>5.6</b>	<b>28.9</b>	<b>37.3</b>	<b>10.7</b>	<b>9.5</b>	<b>3.9</b>	<b>0.7</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>2.7</b>	<b>15</b>	<b>74.6</b>	<b>14</b>	<b>2060</b>	
MAHON																						
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	2	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	14.3	42.9	14.3	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	35	100.0	0	2	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	0.0	0.0	85.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	5	2	
GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	4	9	
GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9	
MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL MAHON</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>44.4</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>92.6</b>	<b>4</b>	<b>27</b>	
MALAGA																						
ABERDEEN	RYANAIR	S	A	9	0	0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	2	10	
ABERDEEN	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	4	10	
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017				
												More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	30.0	30.0	25.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	5.0	6	65.0	22	20				
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	20	0	0	10.0	10.0	60.0	5.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	11	90.0	6	20				
BELFAST INTERNATIONAL	RYANAIR	S	A	19	0	0	5.3	36.8	42.1	0.0	5.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	16	77.8	96	18				
BELFAST INTERNATIONAL	RYANAIR	S	D	19	0	0	15.8	10.5	68.4	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	11	18				
BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
BIRMINGHAM	JET2.COM LTD	S	A	23	0	0	0.0	47.8	21.7	4.3	4.3	13.0	8.7	0.0	0.0	0.0	0.0	30	100.0	0	1					
BIRMINGHAM	JET2.COM LTD	S	D	22	0	1	0.0	17.4	47.8	13.0	8.7	4.3	4.3	0.0	0.0	0.0	4.3	19	100.0	0	1					
BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.8	20	24					
BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	24					
BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9					
BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	20	9					
BIRMINGHAM	RYANAIR	S	A	26	0	1	11.1	29.6	25.9	7.4	3.7	14.8	0.0	3.7	0.0	0.0	3.7	27	81.5	10	27					
BIRMINGHAM	RYANAIR	S	D	25	0	2	0.0	18.5	51.9	7.4	7.4	7.4	0.0	0.0	0.0	0.0	7.4	14	74.1	13	27					
BIRMINGHAM	TUI AIRWAYS LTD	C	A	6	0	0	0.0	16.7	33.3	33.3	0.0	0.0	0.0	16.7	0.0	0.0	0.0	41	100.0	2	4					
BIRMINGHAM	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	71.4	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	50	80.0	12	5					
BIRMINGHAM	VUELING AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	78.6	7	14					
BIRMINGHAM	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	12	14					
BOURNEMOUTH	RYANAIR	S	A	13	0	0	30.8	23.1	30.8	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	9	11					
BOURNEMOUTH	RYANAIR	S	D	13	0	0	0.0	15.4	53.8	15.4	0.0	0.0	7.7	7.7	0.0	0.0	0.0	37	90.9	6	11					
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	39	0	4	25.6	32.6	16.3	4.7	2.3	4.7	0.0	2.3	2.3	0.0	9.3	32	72.2	15	36					
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	38	0	4	0.0	33.3	47.6	0.0	4.8	2.4	0.0	0.0	2.4	0.0	9.5	25	89.2	9	37					
BRISTOL	RYANAIR	S	A	26	0	3	24.1	34.5	17.2	6.9	6.9	0.0	0.0	0.0	0.0	0.0	10.3	6	74.1	13	27					
BRISTOL	RYANAIR	S	D	25	0	4	0.0	20.7	44.8	10.3	10.3	0.0	0.0	0.0	0.0	0.0	13.8	9	63.0	15	27					
BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	100	100.0	2	4					
BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	242	100.0	2	4					
CARDIFF WALES	TUI AIRWAYS LTD	C	A	3	1	0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	25.0	0.0	92	50.0	60	4					
CARDIFF WALES	TUI AIRWAYS LTD	C	D	3	1	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	0.0	91	75.0	50	4					
CARDIFF WALES	VUELING AIRLINES	S	A	11	0	1	8.3	33.3	16.7	16.7	8.3	0.0	0.0	8.3	0.0	0.0	8.3	31	76.9	9	13					
CARDIFF WALES	VUELING AIRLINES	S	D	12	0	0	0.0	25.0	16.7	16.7	16.7	8.3	8.3	8.3	0.0	0.0	0.0	52	76.9	10	13					
DONCASTER SHEFFIELD	FLYBE LTD	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	61.5	17	13					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
DONCASTER SHEFFIELD	FLYBE LTD	S D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	16	13
DONCASTER SHEFFIELD	JET2.COM LTD	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	11.1	22.2	33.3	11.1	0.0	0.0	11.1	0.0	11.1	0.0	0.0	59	66.7	10	9	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	9	0	0	0.0	44.4	33.3	0.0	0.0	0.0	11.1	0.0	11.1	0.0	0.0	61	77.8	5	9	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	19	0	0	10.5	42.1	21.1	10.5	5.3	5.3	0.0	5.3	0.0	0.0	0.0	25	77.3	10	22	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	20	0	0	0.0	35.0	50.0	10.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	18	77.3	11	22	
EAST MIDLANDS INTERNATIONAL	MALETH AERO	C A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	26	0	1	7.4	37.0	25.9	7.4	18.5	0.0	0.0	0.0	0.0	0.0	3.7	10	89.3	9	28	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	25	0	1	0.0	7.7	76.9	11.5	0.0	0.0	0.0	0.0	0.0	0.0	3.8	7	92.9	6	28	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	61	50.0	32	4	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	6	0	0	0.0	0.0	33.3	33.3	16.7	0.0	0.0	16.7	0.0	0.0	0.0	52	100.0	3	5	
EDINBURGH	JET2.COM LTD	S A	11	0	0	0.0	45.5	27.3	18.2	0.0	0.0	9.1	0.0	0.0	0.0	0.0	20	46.2	30	13	
EDINBURGH	JET2.COM LTD	S D	11	0	0	0.0	45.5	45.5	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	14	53.8	17	13	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	8	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	15	8	
EDINBURGH	RYANAIR	S A	19	0	1	10.0	35.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	6	60.0	14	20	
EDINBURGH	RYANAIR	S D	19	0	1	0.0	20.0	60.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	8	75.0	7	20	
EXETER	FLYBE LTD	S A	10	1	1	0.0	33.3	8.3	16.7	8.3	0.0	8.3	8.3	0.0	8.3	8.3	54	85.7	16	14	
EXETER	FLYBE LTD	S D	11	0	0	0.0	18.2	36.4	18.2	0.0	0.0	18.2	9.1	0.0	0.0	0.0	47	100.0	4	14	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	20	0	1	23.8	52.4	14.3	0.0	0.0	4.8	0.0	0.0	0.0	0.0	4.8	4	75.0	14	20	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	20	0	1	0.0	33.3	47.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	4.8	6	75.0	14	20	
GLASGOW	JET2.COM LTD	S A	11	0	0	9.1	45.5	27.3	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	76.9	23	13	
GLASGOW	JET2.COM LTD	S D	11	0	0	0.0	54.5	36.4	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	7	13	
GLASGOW	RYANAIR	S A	17	0	0	11.8	41.2	17.6	17.6	0.0	11.8	0.0	0.0	0.0	0.0	0.0	19	76.5	14	17	
GLASGOW	RYANAIR	S D	17	0	1	0.0	11.1	55.6	5.6	11.1	0.0	11.1	0.0	0.0	0.0	5.6	25	52.9	20	17	
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	143	75.0	10	4	
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	51	100.0	3	4	
LEEDS BRADFORD	JET2.COM LTD	S A	22	0	4	15.4	23.1	19.2	3.8	7.7	7.7	0.0	7.7	0.0	0.0	15.4	38	87.0	9	23	
LEEDS BRADFORD	JET2.COM LTD	S D	24	0	1	4.0	32.0	44.0	4.0	0.0	8.0	0.0	4.0	0.0	0.0	4.0	18	91.3	6	23	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017		
												More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
												15 m early	to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
LEEDS BRADFORD	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8			
LEEDS BRADFORD	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8			
LEEDS BRADFORD	RYANAIR	S	A	18	0	0	22.2	27.8	5.6	27.8	5.6	5.6	5.6	0.0	0.0	0.0	0.0	24	77.8	18	17			
LEEDS BRADFORD	RYANAIR	S	D	18	0	0	0.0	33.3	33.3	5.6	5.6	11.1	11.1	0.0	0.0	0.0	0.0	30	94.4	7	18			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	42.9	25.0	17.9	7.1	3.6	0.0	0.0	3.6	0.0	0.0	0.0	12	78.6	15	28			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	0.0	78.6	14.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	5	92.9	3	28			
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	25	0	0	20.0	28.0	36.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	6	24			
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	24	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.3	7	23			
GATWICK	BRITISH AIRWAYS PLC	S	A	72	0	0	23.6	37.5	19.4	8.3	2.8	6.9	1.4	0.0	0.0	0.0	0.0	12	82.0	8	50			
GATWICK	BRITISH AIRWAYS PLC	S	D	72	0	0	0.0	20.8	52.8	11.1	9.7	5.6	0.0	0.0	0.0	0.0	0.0	13	72.0	10	50			
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	103	0	1	29.8	34.6	15.4	6.7	3.8	4.8	1.9	1.9	0.0	0.0	1.0	17	75.0	14	100			
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	102	0	2	0.0	24.0	53.8	11.5	5.8	1.9	1.0	0.0	0.0	0.0	1.9	11	82.0	10	100			
GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	9	24			
GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.8	3	24			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	42	0	0	0.0	31.0	33.3	16.7	11.9	4.8	0.0	2.4	0.0	0.0	0.0	21	57.1	18	35			
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	42	0	0	0.0	11.9	42.9	16.7	23.8	0.0	2.4	2.4	0.0	0.0	0.0	28	60.0	26	35			
GATWICK	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	0.0	28.6	28.6	0.0	0.0	14.3	14.3	0.0	0.0	117	44.4	23	9			
GATWICK	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	28.6	28.6	14.3	0.0	0.0	14.3	14.3	0.0	0.0	123	77.8	7	9			
HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	7.7	19.2	30.8	11.5	7.7	15.4	3.8	3.8	0.0	0.0	0.0	38	100.0	0	3			
HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	8.7	65.2	4.3	8.7	4.3	4.3	4.3	0.0	0.0	0.0	28	100.0	5	2			
LONDON CITY	BA CITYFLYER LTD	S	A	23	0	2	4.0	32.0	32.0	4.0	20.0	0.0	0.0	0.0	0.0	0.0	8.0	13	51.9	29	27			
LONDON CITY	BA CITYFLYER LTD	S	D	25	0	1	0.0	11.5	46.2	11.5	26.9	0.0	0.0	0.0	0.0	0.0	3.8	20	26.9	31	26			
LUTON	BA CITYFLYER LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1			
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	9.1	18.2	18.2	15.9	22.7	11.4	4.5	0.0	0.0	0.0	0.0	31	76.9	14	39			
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	45	0	1	0.0	10.9	39.1	19.6	13.0	13.0	2.2	0.0	0.0	0.0	2.2	27	57.5	21	40			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	68.4	27	19						
LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	12	18						
LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0						
LUTON	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	97	0.0	0	0						
LUTON	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0						
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	25.9	25.9	25.9	7.4	7.4	3.7	0.0	3.7	0.0	0.0	0.0	20	68.8	9	16							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	0.0	37.0	44.4	14.8	3.7	0.0	0.0	0.0	0.0	0.0	0.0	8	94.1	3	17							
STANSTED	JET2.COM LTD	S	A	21	0	0	4.8	42.9	28.6	19.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	10	0.0	21	1							
STANSTED	JET2.COM LTD	S	D	21	0	0	0.0	19.0	71.4	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	22	1							
STANSTED	RYANAIR	S	A	61	0	3	15.6	17.2	25.0	14.1	14.1	9.4	0.0	0.0	0.0	0.0	4.7	17	67.7	20	62							
STANSTED	RYANAIR	S	D	61	0	3	0.0	0.0	42.2	25.0	17.2	10.9	0.0	0.0	0.0	0.0	4.7	25	62.9	18	62							
MANCHESTER	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	28	0	1	24.1	31.0	20.7	3.4	3.4	3.4	6.9	3.4	0.0	0.0	3.4	27	72.0	14	25							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	0.0	25.0	57.1	7.1	3.6	3.6	3.6	0.0	0.0	0.0	0.0	14	87.5	5	24							
MANCHESTER	JET2.COM LTD	S	A	26	0	0	23.1	34.6	23.1	7.7	0.0	11.5	0.0	0.0	0.0	0.0	0.0	12	66.7	20	18							
MANCHESTER	JET2.COM LTD	S	D	27	0	0	0.0	11.1	70.4	3.7	7.4	3.7	0.0	3.7	0.0	0.0	0.0	20	88.9	13	18							
MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	48							
MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.6	10	48							
MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.1	31	18							
MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	36	18							
MANCHESTER	RYANAIR	S	A	32	0	1	6.1	36.4	36.4	6.1	6.1	6.1	0.0	0.0	0.0	0.0	3.0	12	71.0	16	31							
MANCHESTER	RYANAIR	S	D	31	0	1	0.0	12.5	53.1	15.6	3.1	9.4	3.1	0.0	0.0	0.0	3.1	19	83.9	10	31							
MANCHESTER	TUI AIRWAYS LTD	C	A	12	0	0	8.3	16.7	8.3	25.0	16.7	25.0	0.0	0.0	0.0	0.0	0.0	33	55.6	28	9							
MANCHESTER	TUI AIRWAYS LTD	C	D	11	0	0	0.0	9.1	36.4	45.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	27	77.8	20	9							
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	13.0	34.8	21.7	0.0	8.7	17.4	0.0	4.3	0.0	0.0	0.0	34	87.5	10	24							
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	0.0	8.7	52.2	13.0	0.0	21.7	0.0	4.3	0.0	0.0	0.0	40	79.2	14	24							
NEWCASTLE	JET2.COM LTD	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0							
NEWCASTLE	JET2.COM LTD	S	A	15	0	0	0.0	60.0	20.0	6.7	0.0	13.3	0.0	0.0	0.0	0.0	0.0	15	82.4	9	17							
NEWCASTLE	JET2.COM LTD	S	D	15	0	0	0.0	13.3	73.3	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	9	88.2	8	17							
NEWCASTLE	RYANAIR	S	A	19	0	0	10.5	63.2	15.8	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	11	17							
NEWCASTLE	RYANAIR	S	D	19	0	0	0.0	0.0	52.6	26.3	21.1	0.0	0.0	0.0	0.0	0.0	0.0	20	70.6	23	17							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: M																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								8.8	26.3	36.6	10.3	7.1	4.9	1.6	1.5	0.4	0.1	2.3	20	75.9	14	2287
	NEWCASTLE	TUI AIRWAYS LTD	S	A	5	0	0	0.0	20.0	40.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	40	100.0	6	5
	NEWCASTLE	TUI AIRWAYS LTD	S	D	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	5
	SOUTHAMPTON	FLYBE LTD	S	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	26	13
	SOUTHAMPTON	FLYBE LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	19	13
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	54.2	20.8	8.3	8.3	4.2	0.0	0.0	4.2	0.0	0.0	0.0	11	75.0	13	24
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	0.0	50.0	45.8	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	5	87.5	8	24
<b>TOTAL MALAGA</b>					<b>2129</b>	<b>3</b>	<b>50</b>	<b>8.8</b>	<b>26.3</b>	<b>36.6</b>	<b>10.3</b>	<b>7.1</b>	<b>4.9</b>	<b>1.6</b>	<b>1.5</b>	<b>0.4</b>	<b>0.1</b>	<b>2.3</b>	<b>20</b>	<b>75.9</b>	<b>14</b>	<b>2287</b>
MALE INTERNATIONAL																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	2	0.0	0.0	7.7	38.5	15.4	15.4	0.0	0.0	7.7	0.0	15.4	176	63.6	36	11
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	0.0	40.0	20.0	10.0	0.0	20.0	0.0	10.0	0.0	0.0	0.0	55	63.6	45	11
<b>TOTAL MALE INTERNATIONAL</b>					<b>21</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.4</b>	<b>13.0</b>	<b>26.1</b>	<b>8.7</b>	<b>17.4</b>	<b>0.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>8.7</b>	<b>118</b>	<b>63.6</b>	<b>41</b>	<b>22</b>
MALTA																						
	ABERDEEN	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	ABERDEEN	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BIRMINGHAM	AIR X CHARTER	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1
	BIRMINGHAM	RYANAIR	S	A	13	0	0	0.0	7.7	38.5	23.1	23.1	0.0	7.7	0.0	0.0	0.0	0.0	30	57.1	18	14
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	15.4	30.8	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	17	71.4	13	14
	BOURNEMOUTH	RYANAIR	S	A	8	0	2	0.0	10.0	30.0	20.0	10.0	0.0	10.0	0.0	0.0	0.0	20.0	32	66.7	13	9
	BOURNEMOUTH	RYANAIR	S	D	8	0	1	0.0	22.2	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	11.1	17	77.8	20	9
	BRISTOL	RYANAIR	S	A	8	0	1	0.0	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11.1	12	60.0	25	10
	BRISTOL	RYANAIR	S	D	8	0	1	0.0	11.1	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	11.1	18	50.0	30	10
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	3	0	0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	1
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	38.5	15.4	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	64.3	14	14
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	15.4	46.2	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	64.3	20	14
	EDINBURGH	RYANAIR	S	A	10	0	0	10.0	10.0	50.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	60.0	15	10
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	6	10
	GLASGOW	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	11	1
	GLASGOW	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	0.0	40.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	42	100.0	0	4



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											MAR 2017			
												NUMBER OF FLIGHTS											AVERAGE DELAY			Mat
												More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	40	100.0	0	4				
LEEDS BRADFORD	LEEDS BRADFORD	RYANAIR	S	A	7	0	1	0.0	37.5	0.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	12.5	19	88.9	10	9				
LEEDS BRADFORD	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	12.5	0.0	12.5	0.0	0.0	12.5	0.0	0.0	82	88.9	8	9				
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	10	0	0	10.0	20.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	13	77.8	5	9					
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	9	77.8	11	9					
GATWICK	GATWICK	AIR MALTA	S	A	28	0	0	0.0	42.9	32.1	3.6	10.7	7.1	0.0	0.0	3.6	0.0	0.0	46	86.2	7	29				
GATWICK	GATWICK	AIR MALTA	S	D	28	0	0	0.0	25.0	28.6	14.3	17.9	10.7	0.0	0.0	3.6	0.0	0.0	57	86.2	5	29				
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	39.1	47.8	4.3	4.3	4.3	0.0	0.0	0.0	0.0	0.0	3	69.6	13	23					
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	30.4	56.5	8.7	0.0	4.3	0.0	0.0	0.0	0.0	7	87.0	7	23					
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	7.5	37.5	25.0	17.5	7.5	5.0	0.0	0.0	0.0	0.0	13	79.5	9	44					
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	0.0	14.6	65.9	7.3	9.8	2.4	0.0	0.0	0.0	0.0	12	86.4	7	44					
GATWICK	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	8	4					
GATWICK	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	4					
HEATHROW	HEATHROW	AIR MALTA	S	A	62	0	1	6.3	23.8	31.7	17.5	14.3	3.2	1.6	0.0	0.0	0.0	18	76.2	9	63					
HEATHROW	HEATHROW	AIR MALTA	S	D	62	0	1	0.0	15.9	31.7	20.6	22.2	6.3	1.6	0.0	0.0	0.0	25	73.0	11	63					
LUTON	LUTON	RYANAIR	S	A	21	0	0	0.0	28.6	33.3	23.8	14.3	0.0	0.0	0.0	0.0	0.0	14	76.2	14	21					
LUTON	LUTON	RYANAIR	S	D	21	0	0	0.0	4.8	66.7	14.3	14.3	0.0	0.0	0.0	0.0	0.0	11	71.4	11	21					
STANSTED	STANSTED	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0					
STANSTED	STANSTED	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0					
STANSTED	STANSTED	RYANAIR	S	A	19	0	0	5.3	21.1	26.3	21.1	21.1	5.3	0.0	0.0	0.0	0.0	19	77.8	9	18					
STANSTED	STANSTED	RYANAIR	S	D	19	0	0	0.0	5.3	63.2	15.8	10.5	5.3	0.0	0.0	0.0	0.0	18	77.8	8	18					
MANCHESTER	MANCHESTER	AIR MALTA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9					
MANCHESTER	MANCHESTER	AIR MALTA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	9					
MANCHESTER	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	0.0	14.3	47.6	9.5	14.3	4.8	9.5	0.0	0.0	0.0	30	82.4	9	17					
MANCHESTER	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	9.5	47.6	14.3	9.5	14.3	4.8	0.0	0.0	0.0	28	82.4	8	17					
MANCHESTER	MANCHESTER	JET2.COM LTD	S	A	5	0	0	0.0	40.0	20.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	33	60.0	18	5					
MANCHESTER	MANCHESTER	JET2.COM LTD	S	D	5	0	0	0.0	20.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	36	100.0	2	5					
MANCHESTER	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.6	7	14					
MANCHESTER	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	7.7	69.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	9	64.3	19	14					
MANCHESTER	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	10	4					
MANCHESTER	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	4					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE											MAR 2017				
						NUMBER OF FLIGHTS																	
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	12.5	37.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	46	75.0	13	8		
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	37	87.5	4	8		
NEWCASTLE	JET2.COM LTD	S	A	5	0	0	0.0	0.0	80.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	36	100.0	0	1		
NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	39	100.0	0	1		
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	0.0	0	0		
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	55.6	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	7	0.0	0	0		
<b>TOTAL MALTA</b>				<b>704</b>	<b>0</b>	<b>10</b>	<b>4.2</b>	<b>23.1</b>	<b>39.5</b>	<b>13.9</b>	<b>11.8</b>	<b>3.9</b>	<b>1.7</b>	<b>0.1</b>	<b>0.4</b>	<b>0.0</b>	<b>1.4</b>	<b>20</b>	<b>77.3</b>	<b>10</b>	<b>683</b>		
MANCHESTER	ABERDEEN	FLYBE LTD	S	A	158	0	3	8.1	47.2	28.6	7.5	5.0	0.0	1.2	0.6	0.0	0.0	1.9	8	89.9	8	168	
MANCHESTER	ABERDEEN	FLYBE LTD	S	D	157	0	4	0.0	49.7	32.3	8.7	5.6	0.0	1.2	0.0	0.0	0.0	2.5	8	91.7	5	168	
MANCHESTER	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	197	0	5	1.0	41.6	33.7	6.9	8.4	3.0	1.5	1.5	0.0	0.0	2.5	15	85.6	9	195	
MANCHESTER	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	196	0	5	1.0	39.8	38.3	7.0	7.5	3.0	0.5	0.5	0.0	0.0	2.5	10	84.5	9	194	
MANCHESTER	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	6.0	27.7	33.7	13.3	9.6	4.8	3.6	0.0	1.2	0.0	0.0	37	84.7	10	85	
MANCHESTER	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	7.2	16.9	45.8	13.3	8.4	6.0	2.4	0.0	0.0	0.0	0.0	18	82.4	9	85	
MANCHESTER	BELFAST INTERNATIONAL	RYANAIR	S	A	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
MANCHESTER	BELFAST INTERNATIONAL	RYANAIR	S	D	7	0	0	14.3	28.6	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
MANCHESTER	BIRMINGHAM	EMIRATES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
MANCHESTER	BIRMINGHAM	FLYBE LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	251	50.0	19	2	
MANCHESTER	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
MANCHESTER	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	440	33.3	21	3	
MANCHESTER	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
MANCHESTER	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	2	
MANCHESTER	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1	
MANCHESTER	BIRMINGHAM	SAS	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
MANCHESTER	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	85	0.0	0	0	
MANCHESTER	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MANCHESTER	BIRMINGHAM	TUI AIRWAYS LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
MANCHESTER	BIRMINGHAM	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
MANCHESTER	BOURNEMOUTH	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BOURNEMOUTH	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		
BRISTOL	BMI REGIONAL	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BRISTOL	BMI REGIONAL	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	337	0.0	0	0		
CARDIFF WALES	BMI REGIONAL	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
CARDIFF WALES	BMI REGIONAL	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
CARDIFF WALES	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1		
CARDIFF WALES	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
CARDIFF WALES	EASYJET AIRLINE COMPANY LTD	S	D	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
EDINBURGH	FLYBE LTD	S	A	84	0	8	6.5	50.0	19.6	4.3	6.5	3.3	0.0	1.1	0.0	0.0	8.7	11	79.3	15	87		
EDINBURGH	FLYBE LTD	S	D	84	0	8	0.0	35.9	45.7	5.4	0.0	3.3	0.0	1.1	0.0	0.0	8.7	8	87.4	10	87		
EXETER	FLYBE LTD	S	A	69	0	5	2.7	51.4	24.3	6.8	5.4	2.7	0.0	0.0	0.0	0.0	6.8	8	84.3	7	87		
EXETER	FLYBE LTD	S	D	69	0	4	0.0	35.6	47.9	8.2	1.4	1.4	0.0	0.0	0.0	0.0	5.5	5	86.2	7	87		
GLASGOW	FLYBE LTD	S	A	68	0	10	9.0	48.7	14.1	2.6	9.0	3.8	0.0	0.0	0.0	0.0	12.8	10	0.0	0	0		
GLASGOW	FLYBE LTD	S	D	68	0	7	0.0	49.3	26.7	2.7	8.0	2.7	1.3	0.0	0.0	0.0	9.3	11	0.0	0	0		
GLASGOW	LOGANAIR LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	10	76		
GLASGOW	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.6	12	79		
ISLE OF MAN	FLYBE LTD	S	A	138	0	2	2.9	27.9	35.7	15.7	11.4	3.6	1.4	0.0	0.0	0.0	1.4	16	0.0	0	0		
ISLE OF MAN	FLYBE LTD	S	D	139	0	2	0.0	24.1	49.6	9.9	11.3	1.4	0.7	1.4	0.0	0.0	1.4	15	0.0	0	0		
JERSEY	FLYBE LTD	S	A	27	0	1	3.6	32.1	25.0	17.9	7.1	7.1	0.0	3.6	0.0	0.0	3.6	21	76.0	16	25		
JERSEY	FLYBE LTD	S	D	24	0	1	0.0	12.0	52.0	16.0	4.0	8.0	0.0	4.0	0.0	0.0	4.0	24	72.0	19	25		
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
LEEDS BRADFORD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1		
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	2		
GATWICK	BMI REGIONAL	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
GATWICK	BMI REGIONAL	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: M																	MAR 2017				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								13.9	38.0	23.2	6.8	6.3	3.8	1.7	1.3	0.0	0.0	5.1	15	88.0	5	242	
	GATWICK	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	225	0	12	13.9	38.0	23.2	6.8	6.3	3.8	1.7	1.3	0.0	0.0	5.1	15	88.0	5	242	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	11	0.0	36.8	37.6	9.4	5.1	4.3	1.3	0.9	0.0	0.0	4.7	15	88.0	6	241	
	HEATHROW	EMIRATES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
	HEATHROW	UNITED AIRLINES	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	4	0	0	0.0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	76	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	4	0	1	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	LUTON	ITALI AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	NEWCASTLE	ENTER AIR	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	NEWCASTLE	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
	SOUTHAMPTON	AERO4M	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
	SOUTHAMPTON	AERO4M	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
	SOUTHAMPTON	EASTERN AIRWAYS	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHAMPTON	EASTERN AIRWAYS	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	170	0	15	6.5	53.0	18.9	3.8	5.9	2.7	1.1	0.0	0.0	0.0	8.1	9	88.1	7	151	
	SOUTHAMPTON	FLYBE LTD	S	D	171	0	17	0.0	47.3	25.0	5.3	5.9	4.8	2.7	0.0	0.0	0.0	9.0	14	84.9	12	152	
	SOUTHEND	STOBART AIR	S	A	70	0	4	9.5	43.2	25.7	6.8	5.4	1.4	2.7	0.0	0.0	0.0	5.4	10	0.0	0	0	
	SOUTHEND	STOBART AIR	S	D	71	0	3	0.0	37.8	50.0	2.7	0.0	2.7	2.7	0.0	0.0	0.0	4.1	10	0.0	0	0	
<b>TOTAL MANCHESTER</b>					<b>2631</b>	<b>1</b>	<b>131</b>	<b>3.7</b>	<b>39.9</b>	<b>32.1</b>	<b>7.7</b>	<b>6.7</b>	<b>3.0</b>	<b>1.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>4.7</b>	<b>14</b>	<b>86.1</b>	<b>8</b>	<b>2256</b>	
MANILA																							
	HEATHROW	PHILIPPINE AIRLINES	S	A	31	0	0	6.5	6.5	22.6	35.5	16.1	9.7	0.0	3.2	0.0	0.0	0.0	30	44.4	50	27	
	HEATHROW	PHILIPPINE AIRLINES	S	D	31	0	0	0.0	29.0	22.6	12.9	29.0	3.2	3.2	0.0	0.0	0.0	0.0	23	75.0	64	28	
<b>TOTAL MANILA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>17.7</b>	<b>22.6</b>	<b>24.2</b>	<b>22.6</b>	<b>6.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>60.0</b>	<b>57</b>	<b>55</b>	
MARRAKESH																							
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	5	0	0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	5	5	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late									
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	14	5	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	8	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8	
	CARDIFF WALES	EASYJET AIRLINE COMPANY LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	12	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9	
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	GATWICK	AIR ARABIA MAROC	S	D	9	0	0	0.0	55.6	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	36	0	0	25.0	27.8	22.2	5.6	11.1	5.6	0.0	2.8	0.0	0.0	0.0	17	80.6	13	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	0.0	30.6	44.4	11.1	11.1	2.8	0.0	0.0	0.0	0.0	0.0	11	74.2	11	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	31.1	37.7	16.4	3.3	3.3	1.6	6.6	0.0	0.0	0.0	0.0	13	74.2	15	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	0.0	17.7	53.2	12.9	9.7	3.2	3.2	0.0	0.0	0.0	0.0	16	56.5	18	62	
	GATWICK	TUI AIRWAYS LTD	S	A	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	11	9	
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	6	9	
	LUTON	AIR HAMBURG	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	RYANAIR	S	A	11	0	0	0.0	0.0	45.5	36.4	18.2	0.0	0.0	0.0	0.0	0.0	0.0	20	80.0	19	10	
	LUTON	RYANAIR	S	D	11	0	0	0.0	9.1	63.6	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	10	10	
	STANSTED	CORENDON DUTCH AIRLINES	C	A	5	0	0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	2	
	STANSTED	CORENDON DUTCH AIRLINES	C	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	27	2	
	STANSTED	RYANAIR	S	A	31	0	0	6.5	35.5	22.6	12.9	16.1	6.5	0.0	0.0	0.0	0.0	0.0	17	74.2	10	30	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	6.5	67.7	19.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	96.8	3	30	
	MANCHESTER	CORENDON DUTCH AIRLINES	C	A	3	0	0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	20	2	
	MANCHESTER	CORENDON DUTCH AIRLINES	C	D	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	22	2	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	21.4	42.9	14.3	0.0	0.0	14.3	7.1	0.0	0.0	0.0	0.0	27	69.2	28	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	7.1	71.4	0.0	7.1	14.3	0.0	0.0	0.0	0.0	0.0	23	76.9	32	13	
	MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	11.1	55.6	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	66.7	19	9	
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	15	9	
<b>TOTAL MARRAKESH</b>					<b>405</b>	<b>1</b>	<b>0</b>	<b>10.8</b>	<b>26.4</b>	<b>39.4</b>	<b>9.1</b>	<b>8.6</b>	<b>3.2</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>14</b>	<b>74.2</b>	<b>13</b>	<b>381</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: M																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MARSA ALAM																						
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	5
	GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	4	5
<b>TOTAL MARSA ALAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>23.1</b>	<b>46.2</b>	<b>7.7</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.0</b>	<b>2</b>	<b>10</b>
MARSEILLE																						
	CARDIFF WALES	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	CARDIFF WALES	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	260	0.0	0	0
	EDINBURGH	RYANAIR	S	A	7	0	2	0.0	22.2	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	22.2	15	100.0	0	2
	EDINBURGH	RYANAIR	S	D	7	0	2	0.0	11.1	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22.2	15	100.0	3	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	1	8.3	27.8	36.1	11.1	11.1	2.8	0.0	0.0	0.0	0.0	2.8	10	68.6	18	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	1	0.0	30.6	52.8	5.6	2.8	5.6	0.0	0.0	0.0	0.0	2.8	10	74.3	12	35
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	5	20.5	34.1	21.6	10.2	3.4	3.4	0.0	1.1	0.0	0.0	5.7	12	86.6	5	82
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	5	0.0	39.8	40.9	8.0	2.3	3.4	0.0	0.0	0.0	0.0	5.7	8	92.7	3	82
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	17.6	47.1	17.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.4	6	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	11.8	52.9	23.5	11.8	0.0	0.0	0.0	0.0	0.0	0.0	12	82.4	8	17
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	STANSTED	RYANAIR	S	A	36	0	0	5.6	38.9	30.6	13.9	8.3	0.0	2.8	0.0	0.0	0.0	0.0	14	60.0	18	30
	STANSTED	RYANAIR	S	D	36	0	0	0.0	2.8	77.8	16.7	2.8	0.0	0.0	0.0	0.0	0.0	0.0	10	80.0	12	30
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	55.6	27	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	19	9
<b>TOTAL MARSEILLE</b>					<b>362</b>	<b>0</b>	<b>16</b>	<b>6.9</b>	<b>30.4</b>	<b>38.4</b>	<b>12.2</b>	<b>4.8</b>	<b>2.4</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>11</b>	<b>80.9</b>	<b>9</b>	<b>351</b>
MAURITIUS																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	25.0	45.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	0.0	45.0	20.0	5.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	20	69.2	23	13
	GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	16	100.0	3	4
	GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	36	50.0	15	4

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										MAR 2017									
										NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
HEATHROW		AIR MAURITIUS LTD		S	A	15	0	0	0.0	26.7	33.3	20.0	13.3	6.7	0.0	0.0	0.0	0.0	0.0	15	46.2	171	13						
HEATHROW		AIR MAURITIUS LTD		S	D	15	0	0	0.0	20.0	33.3	6.7	26.7	13.3	0.0	0.0	0.0	0.0	0.0	23	53.8	195	13						
MANCHESTER		TUI AIRWAYS LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3							
MANCHESTER		TUI AIRWAYS LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	3							
<b>TOTAL MAURITIUS</b>						<b>78</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>28.2</b>	<b>7.7</b>	<b>12.8</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>71.2</b>	<b>79</b>	<b>66</b>						
MELBOURNE																													
HEATHROW		QANTAS		S	A	30	0	0	10.0	23.3	30.0	23.3	3.3	10.0	0.0	0.0	0.0	0.0	17	73.1	37	26							
HEATHROW		QANTAS		S	D	30	0	0	0.0	26.7	53.3	10.0	10.0	0.0	0.0	0.0	0.0	0.0	8	85.2	12	27							
<b>TOTAL MELBOURNE</b>						<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>25.0</b>	<b>41.7</b>	<b>16.7</b>	<b>6.7</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.2</b>	<b>25</b>	<b>53</b>						
MEMMINGEN ALLGAU																													
STANSTED		RYANAIR		S	A	29	0	0	0.0	37.9	27.6	20.7	6.9	6.9	0.0	0.0	0.0	0.0	14	96.7	2	30							
STANSTED		RYANAIR		S	D	30	0	0	0.0	3.3	43.3	23.3	26.7	3.3	0.0	0.0	0.0	0.0	23	96.7	4	30							
<b>TOTAL MEMMINGEN ALLGAU</b>						<b>59</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.3</b>	<b>35.6</b>	<b>22.0</b>	<b>16.9</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>95.1</b>	<b>3</b>	<b>60</b>						
MEXICO CITY																													
HEATHROW		AEROMEXICO		S	A	31	0	0	9.7	35.5	22.6	22.6	0.0	3.2	3.2	3.2	0.0	0.0	26	57.7	24	26							
HEATHROW		AEROMEXICO		S	D	30	0	0	3.3	66.7	20.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	5	100.0	0	26							
HEATHROW		BRITISH AIRWAYS PLC		S	A	24	0	0	16.7	20.8	16.7	16.7	20.8	4.2	4.2	0.0	0.0	0.0	23	69.6	69	23							
HEATHROW		BRITISH AIRWAYS PLC		S	D	24	0	0	0.0	25.0	50.0	8.3	8.3	8.3	0.0	0.0	0.0	0.0	15	70.8	11	24							
<b>TOTAL MEXICO CITY</b>						<b>109</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>38.5</b>	<b>26.6</b>	<b>12.8</b>	<b>8.3</b>	<b>3.7</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>74.7</b>	<b>25</b>	<b>99</b>						
MIAMI INTERNATIONAL																													
HEATHROW		AMERICAN AIRLINES		S	A	62	0	0	16.1	24.2	22.6	12.9	14.5	6.5	3.2	0.0	0.0	0.0	21	69.4	27	62							
HEATHROW		AMERICAN AIRLINES		S	D	62	0	0	0.0	43.5	25.8	14.5	9.7	3.2	3.2	0.0	0.0	0.0	17	77.4	29	62							
HEATHROW		BRITISH AIRWAYS PLC		S	A	60	0	2	14.5	24.2	25.8	19.4	4.8	4.8	1.6	1.6	0.0	0.0	3.2	18	72.6	15	62						
HEATHROW		BRITISH AIRWAYS PLC		S	D	60	0	2	0.0	9.7	50.0	11.3	14.5	8.1	1.6	1.6	0.0	0.0	3.2	27	72.6	21	62						
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	A	45	0	1	26.1	26.1	28.3	13.0	4.3	0.0	0.0	0.0	0.0	2.2	6	90.7	4	43							
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S	D	45	0	1	0.0	30.4	39.1	15.2	6.5	6.5	0.0	0.0	0.0	0.0	2.2	13	93.0	6	43						
<b>TOTAL MIAMI INTERNATIONAL</b>						<b>334</b>	<b>0</b>	<b>6</b>	<b>9.1</b>	<b>26.2</b>	<b>31.8</b>	<b>14.4</b>	<b>9.4</b>	<b>5.0</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>77.8</b>	<b>18</b>	<b>334</b>						
MIKONOS																													
GATWICK		EASYJET AIRLINE COMPANY LTD		S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
GATWICK		EASYJET AIRLINE COMPANY LTD		S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0							
<b>TOTAL MIKONOS</b>						<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: M																	MAR 2017				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
		-----							-----										-----				
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
MILAN (LINATE)																							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	92	0	1	24.7	44.1	12.9	5.4	7.5	2.2	1.1	1.1	0.0	0.0	1.1	12	90.3	7	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	92	0	1	0.0	37.6	37.6	7.5	8.6	6.5	0.0	1.1	0.0	0.0	1.1	16	83.9	12	93	
	HEATHROW	ALITALIA (CAI)	S	A	61	0	1	8.1	41.9	27.4	9.7	9.7	0.0	1.6	0.0	0.0	0.0	1.6	10	88.3	5	60	
	HEATHROW	ALITALIA (CAI)	S	D	61	0	1	1.6	41.9	43.5	8.1	3.2	0.0	0.0	0.0	0.0	0.0	1.6	5	90.0	5	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	196	0	9	18.5	33.7	25.4	8.3	5.9	1.0	2.4	0.5	0.0	0.0	4.4	12	85.6	7	195	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	196	0	9	0.0	36.1	43.4	11.2	2.9	1.5	0.5	0.0	0.0	0.0	4.4	8	86.7	5	195	
	LONDON CITY	ALITALIA (CAI)	S	A	118	0	5	16.3	41.5	22.0	13.0	1.6	1.6	0.0	0.0	0.0	0.0	4.1	7	92.0	6	125	
	LONDON CITY	ALITALIA (CAI)	S	D	119	0	5	0.8	26.6	44.4	12.9	7.3	0.8	0.8	2.4	0.0	0.0	4.0	17	72.0	15	125	
	LONDON CITY	BA CITYFLYER LTD	S	A	85	0	6	33.0	40.7	8.8	3.3	3.3	1.1	2.2	0.0	1.1	0.0	6.6	12	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	86	0	6	0.0	21.7	42.4	13.0	6.5	6.5	2.2	1.1	0.0	0.0	6.5	21	0.0	0	0	
	LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	STANSTED	BA CITYFLYER LTD	S	A	9	0	0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	STANSTED	BA CITYFLYER LTD	S	D	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL MILAN (LINATE)</b>					<b>1125</b>	<b>0</b>	<b>44</b>	<b>10.4</b>	<b>35.9</b>	<b>31.2</b>	<b>9.7</b>	<b>5.3</b>	<b>2.0</b>	<b>1.1</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>3.8</b>	<b>12</b>	<b>85.6</b>	<b>8</b>	<b>946</b>	
MILAN (MALPENSA)																							
	BIRMINGHAM	FLYBE LTD	S	A	30	0	1	0.0	38.7	25.8	16.1	6.5	6.5	3.2	0.0	0.0	0.0	3.2	18	87.0	6	54	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	1	0.0	0.0	67.7	12.9	6.5	6.5	3.2	0.0	0.0	0.0	3.2	19	72.2	11	54	
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
	BRISTOL	BMI REGIONAL	S	A	12	0	1	0.0	38.5	15.4	30.8	7.7	0.0	0.0	0.0	0.0	0.0	7.7	15	64.3	22	14	
	BRISTOL	BMI REGIONAL	S	D	11	0	1	0.0	8.3	50.0	8.3	8.3	8.3	0.0	8.3	0.0	0.0	8.3	35	57.1	30	14	
	CARDIFF WALES	FLYBE LTD	S	A	10	0	2	8.3	25.0	25.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	16.7	12	88.2	5	16	
	CARDIFF WALES	FLYBE LTD	S	D	10	0	2	0.0	8.3	58.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16.7	11	88.2	4	16	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	45	0	4	16.3	51.0	10.2	4.1	6.1	4.1	0.0	0.0	0.0	0.0	8.2	8	89.1	11	46	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	45	0	4	0.0	18.4	57.1	6.1	6.1	4.1	0.0	0.0	0.0	0.0	8.2	12	84.8	12	46	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	13	0	1	21.4	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	1	92.3	5	13	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	13	0	1	0.0	35.7	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	2	61.5	10	13	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	14	0	0	0.0	14.3	42.9	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	0.0	35.7	21.4	28.6	14.3	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											MAR 2017			
														NUMBER OF FLIGHTS											AVERAGE DELAY			Mat
														More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	163	0	1	12.8	40.9	20.7	10.4	8.5	3.0	1.2	1.8	0.0	0.0	0.6	16	75.8	12	165							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	162	0	1	0.6	26.4	45.4	12.9	7.4	3.7	1.2	1.8	0.0	0.0	0.6	17	77.0	13	165							
HEATHROW	BRITISH AIRWAYS PLC	S	A	64	0	4	5.9	30.9	30.9	13.2	7.4	1.5	4.4	0.0	0.0	0.0	5.9	17	84.4	6	90							
HEATHROW	BRITISH AIRWAYS PLC	S	D	64	0	4	0.0	29.4	47.1	14.7	1.5	0.0	1.5	0.0	0.0	0.0	5.9	9	87.6	6	89							
LUTON	ALITALIA (CAI)	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0							
LUTON	BLUE PANORAMA	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0							
LUTON	BLUE PANORAMA	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	110	0.0	0	0							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	50	0	2	5.8	26.9	36.5	9.6	9.6	1.9	5.8	0.0	0.0	0.0	3.8	20	62.7	18	51							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	50	0	2	0.0	7.7	55.8	19.2	7.7	3.8	1.9	0.0	0.0	0.0	3.8	19	66.7	19	51							
LUTON	MNG AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
STANSTED	RYANAIR	S	A	40	0	1	2.4	12.2	46.3	14.6	7.3	9.8	2.4	2.4	0.0	0.0	2.4	27	82.3	10	62							
STANSTED	RYANAIR	S	D	40	0	1	0.0	2.4	39.0	7.3	36.6	7.3	2.4	2.4	0.0	0.0	2.4	35	68.9	12	61							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	19.4	45.2	25.8	3.2	3.2	0.0	0.0	3.2	0.0	0.0	0.0	10	87.1	4	31							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	29.0	45.2	6.5	16.1	0.0	0.0	3.2	0.0	0.0	0.0	20	71.0	11	31							
MANCHESTER	FLYBE LTD	S	A	31	0	0	0.0	22.6	45.2	9.7	3.2	16.1	3.2	0.0	0.0	0.0	0.0	26	92.7	4	41							
MANCHESTER	FLYBE LTD	S	D	31	0	0	0.0	9.7	67.7	3.2	3.2	12.9	3.2	0.0	0.0	0.0	0.0	20	87.8	7	41							
<b>TOTAL MILAN (MALPENSA)</b>				<b>1007</b>	<b>0</b>	<b>34</b>	<b>4.6</b>	<b>26.8</b>	<b>38.6</b>	<b>11.0</b>	<b>8.7</b>	<b>4.1</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>17</b>	<b>79.0</b>	<b>11</b>	<b>1167</b>							
MINNEAPOLIS-ST PAUL																												
HEATHROW	DELTA AIRLINES	S	A	30	0	0	26.7	10.0	30.0	16.7	13.3	0.0	3.3	0.0	0.0	0.0	0.0	16	83.3	5	30							
HEATHROW	DELTA AIRLINES	S	D	30	0	0	0.0	50.0	23.3	16.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	12	90.0	6	30							
<b>TOTAL MINNEAPOLIS-ST PAUL</b>				<b>60</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>30.0</b>	<b>26.7</b>	<b>16.7</b>	<b>10.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>86.7</b>	<b>5</b>	<b>60</b>							
MINSK INT'L																												
GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	13	0	0	0.0	38.5	30.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	64.3	18	14							
GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	13	0	0	0.0	7.7	69.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	15	14							
<b>TOTAL MINSK INT'L</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>50.0</b>	<b>26.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>67.9</b>	<b>17</b>	<b>28</b>							
MONTEGO BAY																												
BIRMINGHAM	TUI AIRWAYS LTD	C	A	6	0	0	16.7	0.0	16.7	0.0	16.7	16.7	0.0	16.7	16.7	0.0	0.0	319	88.9	10	9							
BIRMINGHAM	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	71.4	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	26	75.0	14	8							
CARDIFF WALES	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							
GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: M																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								9.5	17.1	36.2	11.4	12.4	5.7	2.9	3.8	1.0	0.0	0.0	44	71.7	15	106
	GLASGOW	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	16	0	0	0.0	31.3	18.8	12.5	18.8	6.3	12.5	0.0	0.0	0.0	0.0	36	68.4	11	19
	GATWICK	TUI AIRWAYS LTD	C	D	18	0	0	0.0	0.0	61.1	11.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	19	66.7	16	18
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	50.0	25.0	0.0	8.3	0.0	8.3	0.0	8.3	0.0	0.0	0.0	23	75.0	33	12
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	12	0	0	0.0	25.0	33.3	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	17	61.5	16	13
	MANCHESTER	CONDOR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	14	0	0	14.3	21.4	35.7	7.1	7.1	0.0	7.1	7.1	0.0	0.0	0.0	38	71.4	9	14
	MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	7.1	50.0	21.4	14.3	0.0	0.0	7.1	0.0	0.0	0.0	40	76.9	13	13
	NEWCASTLE	TUI AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL MONTEGO BAY</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>17.1</b>	<b>36.2</b>	<b>11.4</b>	<b>12.4</b>	<b>5.7</b>	<b>2.9</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>71.7</b>	<b>15</b>	<b>106</b>
MONTPELLIER																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	11.4	37.1	28.6	5.7	11.4	5.7	0.0	0.0	0.0	0.0	0.0	12	77.1	15	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	0.0	19.4	58.3	16.7	2.8	2.8	0.0	0.0	0.0	0.0	0.0	10	88.6	10	34
<b>TOTAL MONTPELLIER</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>28.2</b>	<b>43.7</b>	<b>11.3</b>	<b>7.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.9</b>	<b>13</b>	<b>68</b>
MONTREAL (DORVAL)																						
	HEATHROW	AIR CANADA	S	A	31	0	0	16.1	29.0	19.4	19.4	12.9	3.2	0.0	0.0	0.0	0.0	0.0	13	56.7	31	30
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	32.3	48.4	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	9	86.7	7	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	16.1	29.0	22.6	9.7	19.4	3.2	0.0	0.0	0.0	0.0	0.0	14	66.7	62	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	64.5	6.5	3.2	3.2	3.2	0.0	0.0	0.0	0.0	13	83.9	53	31
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>27.4</b>	<b>38.7</b>	<b>12.1</b>	<b>10.5</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.6</b>	<b>38</b>	<b>121</b>
MOSCOW (DOMODEDOVO)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	83	0	2	42.4	31.8	16.5	1.2	4.7	1.2	0.0	0.0	0.0	0.0	2.4	4	93.2	5	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	0	2	0.0	41.2	42.4	7.1	5.9	1.2	0.0	0.0	0.0	0.0	2.4	6	93.2	7	88
	HEATHROW	YAMAL AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>166</b>	<b>0</b>	<b>4</b>	<b>21.2</b>	<b>36.5</b>	<b>29.4</b>	<b>4.1</b>	<b>5.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>5</b>	<b>92.7</b>	<b>6</b>	<b>177</b>
MOSCOW (SHEREMETYEVO)																						
	GATWICK	AEROFLOT	S	A	24	0	0	25.0	33.3	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	93.5	5	31
	GATWICK	AEROFLOT	S	D	24	0	0	0.0	58.3	29.2	8.3	0.0	4.2	0.0	0.0	0.0	0.0	0.0	7	90.3	4	31
	HEATHROW	AEROFLOT	S	A	111	0	1	17.0	35.7	33.0	8.0	2.7	2.7	0.0	0.0	0.0	0.0	0.9	8	77.1	9	105
	HEATHROW	AEROFLOT	S	D	112	0	0	2.7	41.1	41.1	7.1	5.4	1.8	0.9	0.0	0.0	0.0	0.0	8	82.5	8	103
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>271</b>	<b>0</b>	<b>1</b>	<b>10.3</b>	<b>39.7</b>	<b>35.3</b>	<b>7.7</b>	<b>4.0</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>82.6</b>	<b>8</b>	<b>270</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: M																	MARCH 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MOSCOW (VNUKOVO)		GATWICK	VISTAJET LTD MALTA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	LUTON	AIR HAMBURG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	13	5
	LUTON	AIR HAMBURG	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	26	3
	LUTON	ELITAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	LUTON	EUROP STAR AIRCRAFT GMBH	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	6
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
<b>TOTAL MOSCOW (VNUKOVO)</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.5</b>	<b>11</b>	<b>17</b>
MUMBAI		HEATHROW	AIR INDIA	S	A	31	0	0	19.4	16.1	22.6	12.9	19.4	9.7	0.0	0.0	0.0	0.0	20	67.7	24	31
	HEATHROW	AIR INDIA	S	D	31	0	0	0.0	32.3	29.0	22.6	6.5	9.7	0.0	0.0	0.0	0.0	0.0	16	25.8	33	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	0	11.1	14.8	33.3	20.4	9.3	5.6	5.6	0.0	0.0	0.0	0.0	23	80.6	9	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	0	0.0	29.6	50.0	5.6	3.7	9.3	0.0	1.9	0.0	0.0	0.0	17	93.5	3	62
	HEATHROW	JET AIRWAYS	S	A	92	0	1	16.1	28.0	22.6	12.9	17.2	2.2	0.0	0.0	0.0	0.0	1.1	13	71.0	15	62
	HEATHROW	JET AIRWAYS	S	D	92	0	1	1.1	58.1	26.9	9.7	0.0	3.2	0.0	0.0	0.0	0.0	1.1	6	95.2	6	62
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	2
<b>TOTAL MUMBAI</b>					<b>354</b>	<b>0</b>	<b>2</b>	<b>7.9</b>	<b>33.4</b>	<b>30.1</b>	<b>12.9</b>	<b>8.7</b>	<b>5.3</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>77.6</b>	<b>12</b>	<b>313</b>
MUNICH		BIRMINGHAM	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1
	BIRMINGHAM	LUFTHANSA	S	A	80	0	2	4.9	36.6	36.6	8.5	8.5	2.4	0.0	0.0	0.0	0.0	2.4	9	87.1	6	85
	BIRMINGHAM	LUFTHANSA	S	D	81	0	3	0.0	22.6	52.4	10.7	7.1	1.2	2.4	0.0	0.0	0.0	3.6	14	92.9	3	85
	BRISTOL	BMI REGIONAL	S	A	54	0	3	0.0	5.3	38.6	12.3	15.8	15.8	3.5	3.5	0.0	0.0	5.3	41	49.2	22	58
	BRISTOL	BMI REGIONAL	S	D	54	0	3	0.0	21.1	35.1	8.8	14.0	14.0	1.8	0.0	0.0	0.0	5.3	24	70.2	15	57
	CARDIFF WALES	FLYBE LTD	S	A	9	0	2	9.1	54.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	18.2	2	90.9	6	11
	CARDIFF WALES	FLYBE LTD	S	D	9	0	2	0.0	45.5	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	2	90.9	3	11
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	29	0	2	12.9	16.1	32.3	25.8	3.2	3.2	0.0	0.0	0.0	0.0	6.5	12	40.0	27	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	29	0	2	0.0	16.1	35.5	22.6	16.1	3.2	0.0	0.0	0.0	0.0	6.5	18	56.7	20	30
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	17	0	0	0.0	41.2	41.2	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	100.0	1	1
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	17	0	0	0.0	41.2	29.4	5.9	11.8	11.8	0.0	0.0	0.0	0.0	0.0	16	100.0	0	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EXETER	BMI REGIONAL	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	GLASGOW	LUFTHANSA	S	A	18	0	0	0.0	44.4	38.9	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	GLASGOW	LUFTHANSA	S	D	18	0	0	0.0	27.8	33.3	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	GATWICK	CONDOR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	79	0	2	8.6	42.0	17.3	14.8	9.9	3.7	1.2	0.0	0.0	0.0	2.5	13	65.0	20	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	79	0	2	0.0	29.6	50.6	4.9	9.9	1.2	1.2	0.0	0.0	0.0	2.5	10	69.6	14	79	
	GATWICK	LUFTHANSA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	LUFTHANSA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	215	0	12	13.7	33.9	30.0	7.9	6.6	1.8	0.9	0.0	0.0	0.0	5.3	10	90.8	4	207	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	216	0	10	0.0	36.3	39.8	11.5	5.8	2.2	0.0	0.0	0.0	0.0	4.4	9	89.4	5	207	
	HEATHROW	LUFTHANSA	S	A	228	0	13	8.7	30.3	32.0	15.4	5.4	2.5	0.4	0.0	0.0	0.0	5.4	11	76.0	9	242	
	HEATHROW	LUFTHANSA	S	D	230	0	14	0.0	27.5	40.2	14.3	7.0	4.9	0.0	0.0	0.4	0.0	5.7	16	81.8	8	242	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	13.3	23.3	33.3	6.7	10.0	6.7	3.3	0.0	0.0	0.0	3.3	19	74.2	10	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	0.0	23.3	43.3	13.3	10.0	6.7	0.0	0.0	0.0	0.0	3.3	15	71.0	10	31	
	LUTON	IJM INTERNATIONAL JET MANAGEMENT GMBH	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	2	6.5	32.3	32.3	12.9	6.5	3.2	0.0	0.0	0.0	0.0	6.5	11	87.1	5	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	2	0.0	32.3	41.9	12.9	6.5	0.0	0.0	0.0	0.0	0.0	6.5	8	96.8	2	31	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	28	0	2	0.0	20.0	30.0	20.0	20.0	3.3	0.0	0.0	0.0	0.0	6.7	19	100.0	0	1	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	28	0	2	0.0	20.0	36.7	10.0	23.3	3.3	0.0	0.0	0.0	0.0	6.7	19	100.0	9	1	
	MANCHESTER	CONDOR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	1	8.7	39.1	30.4	8.7	4.3	0.0	0.0	4.3	0.0	0.0	4.3	15	75.0	8	20	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	1	0.0	34.8	34.8	13.0	8.7	0.0	0.0	4.3	0.0	0.0	4.3	17	95.0	6	20	
	MANCHESTER	LUFTHANSA	S	A	86	0	3	1.1	30.3	47.2	10.1	5.6	2.2	0.0	0.0	0.0	0.0	3.4	10	83.1	7	89	
	MANCHESTER	LUFTHANSA	S	D	87	0	1	0.0	20.5	58.0	6.8	9.1	3.4	0.0	1.1	0.0	0.0	1.1	13	91.0	6	89	
	SOUTHAMPTON	BMI REGIONAL	S	A	21	0	3	0.0	8.3	37.5	25.0	12.5	4.2	0.0	0.0	0.0	0.0	12.5	18	53.5	18	43	
	SOUTHAMPTON	BMI REGIONAL	S	D	21	0	3	0.0	12.5	37.5	12.5	20.8	4.2	0.0	0.0	0.0	0.0	12.5	22	58.1	19	43	
	SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.3	7	23		
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.2	15	24		
<b>TOTAL MUNICH</b>					<b>1894</b>	<b>1</b>	<b>94</b>	<b>3.9</b>	<b>29.3</b>	<b>37.6</b>	<b>11.9</b>	<b>8.1</b>	<b>3.6</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>4.7</b>	<b>13</b>	<b>79.5</b>	<b>9</b>	<b>1907</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017				
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MUNSTER-OSNABRUCK																										
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	A	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	1		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1		
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL MUNSTER-OSNABRUCK</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>13</b>	<b>4</b>			
MURCIA SAN JAVIER																										
	BIRMINGHAM	RYANAIR	S	A	10	0	1	9.1	45.5	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9.1	5	63.6	16	11				
	BIRMINGHAM	RYANAIR	S	D	10	0	1	0.0	0.0	72.7	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9.1	6	80.0	7	10				
	BOURNEMOUTH	RYANAIR	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	0	3				
	BOURNEMOUTH	RYANAIR	S	D	4	0	1	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0	100.0	0	4					
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	17	0	1	33.3	22.2	22.2	11.1	5.6	0.0	0.0	0.0	0.0	5.6	8	86.7	12	15					
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	17	0	1	0.0	11.1	61.1	16.7	5.6	0.0	0.0	0.0	0.0	5.6	9	80.0	10	15					
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	16	0	1	0.0	35.3	29.4	17.6	11.8	0.0	0.0	0.0	0.0	5.9	10	82.4	7	17					
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	17	0	1	0.0	5.6	77.8	11.1	0.0	0.0	0.0	0.0	0.0	5.6	6	82.4	8	17					
	EDINBURGH	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	1					
	EDINBURGH	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	1					
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1					
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	22.2	33.3	0.0	11.1	11.1	11.1	0.0	0.0	0.0	31	100.0	3	2					
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	0.0	11.1	11.1	11.1	0.0	0.0	0.0	28	100.0	5	2					
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	25.0	47.2	13.9	5.6	5.6	0.0	0.0	2.8	0.0	0.0	13	79.4	12	34					
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	0.0	38.9	47.2	5.6	8.3	0.0	0.0	0.0	0.0	0.0	7	91.2	9	34					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	100.0	3	1					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	13	1					
	LUTON	RYANAIR	S	A	16	0	1	29.4	17.6	17.6	11.8	11.8	5.9	0.0	0.0	0.0	5.9	15	93.3	2	15					
	LUTON	RYANAIR	S	D	16	0	1	0.0	17.6	47.1	17.6	11.8	0.0	0.0	0.0	0.0	5.9	13	80.0	6	15					
	STANSTED	RYANAIR	S	A	22	0	0	4.5	31.8	27.3	18.2	9.1	4.5	4.5	0.0	0.0	0.0	20	81.8	9	21					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	RYANAIR	S	D	22	0	0	0.0	4.5	59.1	22.7	4.5	0.0	9.1	0.0	0.0	0.0	0.0	24	90.9	5	22
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	RYANAIR	S	A	15	0	1	6.3	50.0	6.3	12.5	18.8	0.0	0.0	0.0	0.0	0.0	6.3	10	75.0	11	16
	MANCHESTER	RYANAIR	S	D	16	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	81.3	9	16
	NEWCASTLE	JET2.COM LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	NEWCASTLE	JET2.COM LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>					<b>307</b>	<b>0</b>	<b>11</b>	<b>9.1</b>	<b>26.1</b>	<b>39.6</b>	<b>11.3</b>	<b>7.2</b>	<b>1.3</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>12</b>	<b>83.9</b>	<b>8</b>	<b>277</b>
MUSCAT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	0.0	17.4	34.8	26.1	13.0	8.7	0.0	0.0	0.0	0.0	0.0	21	38.1	90	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	30.4	34.8	13.0	8.7	13.0	0.0	0.0	0.0	0.0	0.0	23	95.5	4	22
	HEATHROW	OMAN AIR	S	A	62	0	0	0.0	14.5	27.4	14.5	29.0	11.3	1.6	1.6	0.0	0.0	0.0	34	71.0	13	62
	HEATHROW	OMAN AIR	S	D	62	0	0	0.0	27.4	29.0	21.0	14.5	4.8	3.2	0.0	0.0	0.0	0.0	22	88.7	5	62
	MANCHESTER	OMAN AIR	S	A	31	0	0	0.0	3.2	29.0	32.3	32.3	3.2	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	MANCHESTER	OMAN AIR	S	D	31	0	0	3.2	25.8	25.8	22.6	12.9	9.7	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
<b>TOTAL MUSCAT</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>19.8</b>	<b>29.3</b>	<b>20.7</b>	<b>19.8</b>	<b>8.2</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>76.6</b>	<b>19</b>	<b>167</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE											MAR 2017			
								NUMBER OF FLIGHTS																
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
NAIROBI																								
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	25.8	41.9	22.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	13	90.3	11	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	51.6	12.9	16.1	6.5	0.0	0.0	0.0	0.0	0.0	18	77.4	15	31		
	HEATHROW	KENYA AIRWAYS	S	A	31	0	0	0.0	12.9	54.8	12.9	12.9	3.2	0.0	3.2	0.0	0.0	0.0	20	45.2	22	31		
	HEATHROW	KENYA AIRWAYS	S	D	31	0	0	0.0	16.1	51.6	12.9	12.9	0.0	6.5	0.0	0.0	0.0	0.0	21	83.9	14	31		
<b>TOTAL NAIROBI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>16.9</b>	<b>50.0</b>	<b>15.3</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>74.2</b>	<b>15</b>	<b>124</b>		
NANTES																								
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	91.7	3	12			
	BIRMINGHAM	FLYBE LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	4	12			
	CARDIFF WALES	EUROPE AIRPOST	C	A	2	0	1	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	8	0.0	0	0			
	CARDIFF WALES	EUROPE AIRPOST	C	D	2	0	1	0.0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	33.3	239	0.0	0	0		
	DONCASTER SHEFFIELD	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
	EDINBURGH	RYANAIR	S	A	8	0	1	0.0	11.1	77.8	0.0	0.0	0.0	0.0	0.0	0.0	11.1	8	0.0	0	0			
	EDINBURGH	RYANAIR	S	D	8	0	1	0.0	11.1	55.6	22.2	0.0	0.0	0.0	0.0	0.0	11.1	8	0.0	0	0			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	42	0	0	23.8	40.5	16.7	7.1	4.8	4.8	2.4	0.0	0.0	0.0	12	81.0	10	41			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	42	0	0	0.0	31.0	50.0	9.5	2.4	7.1	0.0	0.0	0.0	0.0	11	76.2	10	41			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	LONDON CITY	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	9	14			
	LONDON CITY	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	13	14			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	33.3	27.8	16.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	9	83.3	11	18			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	41.2	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	6	18			
	LUTON	SIAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
	STANSTED	RYANAIR	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
	STANSTED	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
	MANCHESTER	FLYBE LTD	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	6	3			
	MANCHESTER	FLYBE LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	15	3			
	SOUTHAMPTON	FLYBE LTD	S	A	14	0	2	0.0	31.3	31.3	25.0	0.0	0.0	0.0	0.0	0.0	12.5	8	82.4	17	17			
	SOUTHAMPTON	FLYBE LTD	S	D	14	0	2	0.0	12.5	68.8	6.3	0.0	0.0	0.0	0.0	0.0	12.5	6	88.2	16	17			
<b>TOTAL NANTES</b>					<b>183</b>	<b>0</b>	<b>9</b>	<b>8.3</b>	<b>29.2</b>	<b>39.6</b>	<b>11.5</b>	<b>2.1</b>	<b>3.1</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>12</b>	<b>82.3</b>	<b>10</b>	<b>213</b>		
NAPLES																								
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1			
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	2			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											MAR 2017			
												NUMBER OF FLIGHTS											AVERAGE DELAY			Mat
												More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0				
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0				
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	3	0	0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0				
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0				
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35	100.0	0	2				
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	40	100.0	0	2				
EDINBURGH	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	150	0.0	0	0				
GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	61	1				
GLASGOW	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	2				
LEEDS BRADFORD	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
LEEDS BRADFORD	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2				
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2				
GATWICK	BRITISH AIRWAYS PLC	S	A	38	0	0	23.7	36.8	18.4	7.9	5.3	7.9	0.0	0.0	0.0	0.0	0.0	0.0	14	86.1	5	36				
GATWICK	BRITISH AIRWAYS PLC	S	D	38	0	0	0.0	28.9	55.3	7.9	2.6	2.6	2.6	0.0	0.0	0.0	0.0	0.0	11	91.7	5	36				
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	28.9	36.8	23.7	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.7	14	37				
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	0.0	31.6	55.3	13.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.6	5	37				
GATWICK	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0				
GATWICK	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	2				
GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	3				
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	1	9.4	46.9	18.8	3.1	12.5	0.0	6.3	0.0	0.0	0.0	3.1	16	62.5	19	24					
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	32	0	1	0.0	15.2	54.5	18.2	3.0	3.0	3.0	0.0	0.0	0.0	3.0	17	69.6	16	23					
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	36	0	1	0.0	48.6	29.7	8.1	10.8	0.0	0.0	0.0	0.0	0.0	2.7	8	73.0	9	36					
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	36	0	1	0.0	27.0	45.9	21.6	2.7	0.0	0.0	0.0	0.0	0.0	2.7	8	91.9	6	37					
STANSTED	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0					



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
STANSTED		JET2.COM LTD		S D		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		6 0.0		0	0								
STANSTED		RYANAIR		S A		31 0		0 0		6.5 32.3		41.9 9.7		3.2 6.5		0.0 0.0		0.0 0.0		12 0.0		0	0								
STANSTED		RYANAIR		S D		31 0		0 0		0.0 3.2		67.7 22.6		6.5 0.0		0.0 0.0		0.0 0.0		13 0.0		0	0								
MANCHESTER		JET2.COM LTD		S A		1 0		0 0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		32 100.0		0	1								
MANCHESTER		JET2.COM LTD		S D		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		0	1								
MANCHESTER		RYANAIR		S A		10 0		0 0		0.0 40.0		60.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 0.0		0	0								
MANCHESTER		RYANAIR		S D		10 0		0 0		0.0 20.0		40.0 40.0		0.0 0.0		0.0 0.0		0.0 0.0		13 0.0		0	0								
MANCHESTER		TUI AIRWAYS LTD		C A		2 0		0 0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		0	2								
MANCHESTER		TUI AIRWAYS LTD		C D		3 0		0 0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		2	3								
<b>TOTAL NAPLES</b>						<b>412 0</b>		<b>4 6.5 31.3 40.6 12.3 5.0 2.2 1.2 0.0 0.0 0.0 1.0</b>		<b>11 83.4 9 295</b>																					
NASHVILLE METROPOLITAN		BELFAST INTERNATIONAL		VISTAJET LTD MALTA		C D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 0.0		28	1								
<b>TOTAL NASHVILLE METROPOLITAN</b>						<b>0 0</b>		<b>0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0</b>		<b>0 0.0 28 1</b>																					
NASSAU		LUTON		VISTAJET LTD MALTA		C D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		0	1								
<b>TOTAL NASSAU</b>						<b>0 0</b>		<b>0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0</b>		<b>0 100.0 0 1</b>																					
NEW ORLEANS		HEATHROW		BRITISH AIRWAYS PLC		S A		22 0		0 0		18.2 27.3		22.7 13.6		9.1 4.5		4.5 0.0		0.0 0.0		18 50.0		31	2						
NEW ORLEANS		HEATHROW		BRITISH AIRWAYS PLC		S D		22 0		0 0		0.0 9.1		63.6 27.3		0.0 0.0		0.0 0.0		0.0 0.0		9 33.3		15	3						
<b>TOTAL NEW ORLEANS</b>						<b>44 0</b>		<b>0 9.1 18.2 43.2 20.5 4.5 2.3 2.3 0.0 0.0 0.0 0.0 0.0 0.0</b>		<b>13 40.0 21 5</b>																					
NEW YORK (JF KENNEDY)		EDINBURGH		AMERICAN AIRLINES		S A		6 0		0 0		33.3 50.0		0.0 0.0		16.7 0.0		0.0 0.0		0.0 0.0		9 33.3		20	6						
NEW YORK (JF KENNEDY)		EDINBURGH		AMERICAN AIRLINES		S D		6 0		0 0		0.0 33.3		50.0 0.0		16.7 0.0		0.0 0.0		0.0 0.0		7 100.0		3	6						
NEW YORK (JF KENNEDY)		EDINBURGH		DELTA AIRLINES		S A		5 0		0 0		80.0 0.0		20.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 50.0		45	4						
NEW YORK (JF KENNEDY)		EDINBURGH		DELTA AIRLINES		S D		5 0		0 0		0.0 60.0		20.0 20.0		0.0 0.0		0.0 0.0		0.0 0.0		6 25.0		45	4						
NEW YORK (JF KENNEDY)		GATWICK		BRITISH AIRWAYS PLC		S A		29 0		2 0		19.4 32.3		25.8 3.2		0.0 6.5		6.5 0.0		0.0 0.0		17 74.2		24	31						
NEW YORK (JF KENNEDY)		GATWICK		BRITISH AIRWAYS PLC		S D		29 0		2 0		0.0 22.6		35.5 16.1		9.7 3.2		3.2 3.2		0.0 0.0		6.5 27		77.4	15						
NEW YORK (JF KENNEDY)		GATWICK		NORWEGIAN AIR SHUTTLE		S A		41 0		3 0		0.0 0.0		11.4 20.5		22.7 25.0		6.8 6.8		0.0 0.0		6.8 68		37.5	34						
NEW YORK (JF KENNEDY)		GATWICK		NORWEGIAN AIR SHUTTLE		S D		41 0		4 0		0.0 17.8		31.1 11.1		11.1 8.9		6.7 4.4		0.0 0.0		8.9 44		83.9	8						
NEW YORK (JF KENNEDY)		GATWICK		NORWEGIAN AIR UK LTD		C A		1 0		0 0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		35 0.0		0	0						
NEW YORK (JF KENNEDY)		GATWICK		NORWEGIAN AIR UK LTD		S A		9 0		0 0		33.3 33.3		11.1 0.0		11.1 11.1		0.0 0.0		0.0 0.0		14 0.0		0	0						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													MAR 2017		
						NUMBER OF FLIGHTS																	
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
GATWICK	NORWEGIAN AIR UK LTD	S	D	10	0	3	0.0	30.8	23.1	0.0	7.7	7.7	0.0	0.0	7.7	0.0	23.1	141	0.0	0	0		
HEATHROW	AMERICAN AIRLINES	S	A	112	0	8	21.7	22.5	17.5	13.3	10.0	4.2	3.3	0.0	0.8	0.0	6.7	23	75.7	17	115		
HEATHROW	AMERICAN AIRLINES	S	D	111	0	10	0.0	51.2	28.9	5.8	5.0	0.8	0.0	0.0	0.0	0.0	8.3	6	91.3	4	115		
HEATHROW	BRITISH AIRWAYS PLC	S	A	223	0	15	13.9	29.8	24.4	13.0	5.0	5.0	1.3	1.3	0.0	0.0	6.3	17	82.2	10	213		
HEATHROW	BRITISH AIRWAYS PLC	S	D	223	0	14	0.0	14.8	43.9	13.9	8.9	8.4	2.1	1.7	0.4	0.0	5.9	27	83.3	11	215		
HEATHROW	DELTA AIRLINES	S	A	81	0	3	9.5	20.2	34.5	15.5	10.7	3.6	1.2	1.2	0.0	0.0	3.6	19	76.2	14	84		
HEATHROW	DELTA AIRLINES	S	D	81	0	3	1.2	59.5	20.2	6.0	7.1	2.4	0.0	0.0	0.0	0.0	3.6	8	91.7	11	84		
HEATHROW	KUWAIT AIRWAYS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	136	0	12	14.9	26.4	28.4	10.1	7.4	3.4	0.7	0.0	0.7	0.0	8.1	18	71.4	11	140		
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	140	0	9	0.0	43.0	34.2	5.4	6.0	4.0	0.7	0.7	0.0	0.0	6.0	13	87.2	7	141		
LONDON CITY	BRITISH AIRWAYS PLC	S	A	20	0	4	33.3	33.3	12.5	4.2	0.0	0.0	0.0	0.0	0.0	0.0	16.7	2	70.8	9	24		
LONDON CITY	BRITISH AIRWAYS PLC	S	D	20	0	4	0.0	62.5	12.5	4.2	4.2	0.0	0.0	0.0	0.0	0.0	16.7	3	96.0	6	25		
MANCHESTER	AMERICAN AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1		
MANCHESTER	AMERICAN AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	83	1		
MANCHESTER	DELTA AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.2	2	21		
MANCHESTER	DELTA AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	21		
MANCHESTER	PAKISTAN INTL AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	40	7		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	0.0	0.0	35.7	21.4	28.6	7.1	7.1	0.0	0.0	0.0	0.0	34	33.3	18	3		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	15	0	0	0.0	0.0	33.3	40.0	13.3	6.7	0.0	6.7	0.0	0.0	0.0	35	100.0	5	3		
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	16	0	0	0.0	25.0	37.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	17	0	0	0.0	76.5	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL NEW YORK (JF KENNEDY)</b>				<b>1392</b>	<b>0</b>	<b>96</b>	<b>7.6</b>	<b>29.9</b>	<b>28.8</b>	<b>10.8</b>	<b>8.1</b>	<b>5.2</b>	<b>1.7</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>6.5</b>	<b>21</b>	<b>80.5</b>	<b>11</b>	<b>1356</b>		
NEW YORK (NEWARK)																							
BIRMINGHAM	UNITED AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	20		
BIRMINGHAM	UNITED AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.0	3	20		
EDINBURGH	UNITED AIRLINES	S	A	30	0	1	3.2	9.7	16.1	29.0	22.6	12.9	3.2	0.0	0.0	0.0	3.2	33	61.3	13	30		
EDINBURGH	UNITED AIRLINES	S	D	30	0	1	3.2	19.4	12.9	19.4	22.6	16.1	0.0	3.2	0.0	0.0	3.2	35	80.6	9	30		
GLASGOW	UNITED AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.0	24	27		
GLASGOW	UNITED AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.1	21	27		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	HEATHROW	AIR INDIA	S	A	12	0	2	21.4	28.6	14.3	7.1	7.1	0.0	0.0	7.1	0.0	0.0	14.3	28	83.3	11	12	
	HEATHROW	AIR INDIA	S	D	11	0	2	0.0	0.0	23.1	30.8	7.7	0.0	0.0	15.4	7.7	0.0	15.4	98	0.0	82	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	5	3.2	25.8	32.3	16.1	8.1	1.6	3.2	0.0	1.6	0.0	8.1	25	88.3	6	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	5	0.0	24.2	38.7	14.5	4.8	6.5	1.6	1.6	0.0	0.0	8.1	20	85.0	11	60	
	HEATHROW	UNITED AIRLINES	S	A	148	0	8	14.1	18.6	23.1	14.7	12.2	7.1	1.9	3.2	0.0	0.0	5.1	26	80.7	11	150	
	HEATHROW	UNITED AIRLINES	S	D	143	0	10	0.0	51.0	23.5	8.5	4.6	2.0	0.0	3.3	0.7	0.0	6.5	23	96.0	4	149	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	4	13.8	24.1	13.8	17.2	13.8	3.4	0.0	0.0	0.0	0.0	13.8	16	79.3	7	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	25	0	4	0.0	24.1	51.7	3.4	6.9	0.0	0.0	0.0	0.0	0.0	13.8	8	96.6	4	29	
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	MANCHESTER	UNITED AIRLINES	S	A	30	0	1	6.5	22.6	19.4	9.7	19.4	16.1	3.2	0.0	0.0	0.0	3.2	34	77.4	16	30	
	MANCHESTER	UNITED AIRLINES	S	D	30	0	2	3.1	46.9	15.6	12.5	12.5	0.0	3.1	0.0	0.0	0.0	6.3	15	90.3	6	30	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>598</b>	<b>0</b>	<b>45</b>	<b>5.6</b>	<b>29.1</b>	<b>24.9</b>	<b>13.7</b>	<b>10.3</b>	<b>5.3</b>	<b>1.4</b>	<b>2.3</b>	<b>0.5</b>	<b>0.0</b>	<b>7.0</b>	<b>25</b>	<b>83.2</b>	<b>10</b>	<b>717</b>	
NEWBURGH/USA																							
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	33.3	33.3	0.0	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	24	0.0	0	0	
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	13	0	1	7.1	14.3	28.6	14.3	14.3	7.1	0.0	0.0	7.1	0.0	7.1	102	0.0	0	0	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	13	0	1	0.0	21.4	50.0	7.1	14.3	0.0	0.0	0.0	0.0	0.0	7.1	13	0.0	0	0	
<b>TOTAL NEWBURGH/USA</b>					<b>44</b>	<b>0</b>	<b>2</b>	<b>8.7</b>	<b>21.7</b>	<b>37.0</b>	<b>10.9</b>	<b>10.9</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>4.3</b>	<b>40</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEWCASTLE																							
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.4	14	41	
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.7	11	43	
	ABERDEEN	FLYBE LTD	S	A	29	0	9	7.9	26.3	15.8	7.9	10.5	5.3	2.6	0.0	0.0	0.0	23.7	20	0.0	0	0	
	ABERDEEN	FLYBE LTD	S	D	32	0	14	0.0	10.9	39.1	0.0	4.3	13.0	2.2	0.0	0.0	0.0	30.4	27	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	24	0	2	3.8	26.9	30.8	19.2	3.8	0.0	7.7	0.0	0.0	0.0	7.7	21	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	24	0	2	0.0	46.2	15.4	15.4	7.7	0.0	7.7	0.0	0.0	0.0	7.7	21	0.0	0	0	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	77	0	1	6.4	41.0	29.5	6.4	7.7	2.6	2.6	2.6	0.0	0.0	1.3	18	91.0	5	78	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	77	0	1	7.7	9.0	50.0	10.3	10.3	5.1	2.6	3.8	0.0	0.0	1.3	25	84.6	7	78	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BIRMINGHAM	ENTER AIR		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	79	1	
BIRMINGHAM	SIAVIA		C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	96	0.0	0	0	
BRISTOL	BMI REGIONAL		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BRISTOL	EASYJET AIRLINE COMPANY LTD		S	A	47	0	8	5.5	38.2	23.6	5.5	7.3	3.6	1.8	0.0	0.0	0.0	14.5	13	78.8	12	52	
BRISTOL	EASYJET AIRLINE COMPANY LTD		S	D	47	0	8	0.0	23.6	32.7	10.9	9.1	5.5	3.6	0.0	0.0	0.0	14.5	20	76.9	15	52	
CARDIFF WALES	EASTERN AIRWAYS		S	A	35	0	3	5.3	21.1	26.3	13.2	13.2	5.3	2.6	2.6	2.6	0.0	7.9	46	84.4	9	43	
CARDIFF WALES	EASTERN AIRWAYS		S	D	19	0	0	10.5	42.1	15.8	5.3	15.8	10.5	0.0	0.0	0.0	0.0	0.0	17	77.3	4	20	
EXETER	FLYBE LTD		S	A	24	1	2	0.0	18.5	44.4	14.8	3.7	3.7	3.7	0.0	0.0	3.7	7.4	18	80.0	6	23	
EXETER	FLYBE LTD		S	D	24	0	2	0.0	23.1	50.0	7.7	3.8	7.7	0.0	0.0	0.0	0.0	7.7	15	83.3	6	23	
JERSEY	EASYJET AIRLINE COMPANY LTD		S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1	
JERSEY	EASYJET AIRLINE COMPANY LTD		S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1	
LEEDS BRADFORD	EASTERN AIRWAYS		S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS		C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	103	0.0	0	0	
GATWICK	EASTERN AIRWAYS		C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0	
GATWICK	EASTERN AIRWAYS		C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	64	0.0	22	1	
HEATHROW	BRITISH AIRWAYS PLC		S	A	171	0	8	18.4	46.4	17.9	3.4	5.0	3.9	0.6	0.0	0.0	0.0	4.5	9	93.2	5	177	
HEATHROW	BRITISH AIRWAYS PLC		S	D	171	0	8	0.0	43.0	36.3	6.7	6.1	2.2	0.6	0.6	0.0	0.0	4.5	11	90.4	4	177	
LUTON	EASYJET AIRLINE COMPANY LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1	
MANCHESTER	TUI AIRWAYS LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1		
SOUTHAMPTON	FLYBE LTD		S	A	70	0	8	2.6	52.6	24.4	1.3	2.6	2.6	2.6	1.3	0.0	0.0	10.3	13	88.2	10	85	
SOUTHAMPTON	FLYBE LTD		S	D	70	0	8	0.0	43.6	37.2	1.3	2.6	3.8	1.3	0.0	0.0	0.0	10.3	9	90.7	10	86	
SOUTHAMPTON	JOTA AVIATION LTD		C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
SOUTHAMPTON	JOTA AVIATION LTD		C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
DURHAM TEES VALLEY	EASTERN AIRWAYS		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1		
DURHAM TEES VALLEY	EASTERN AIRWAYS		S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>957</b>	<b>1</b>	<b>84</b>	<b>5.6</b>	<b>35.7</b>	<b>30.6</b>	<b>6.3</b>	<b>6.5</b>	<b>4.3</b>	<b>1.9</b>	<b>0.8</b>	<b>0.1</b>	<b>0.1</b>	<b>8.1</b>	<b>16</b>	<b>87.3</b>	<b>8</b>	<b>986</b>	
NEWQUAY																							
BIRMINGHAM	FLYBE LTD		S	A	5	0	1	16.7	33.3	16.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	16.7	29	57.1	19	7	
BIRMINGHAM	FLYBE LTD		S	D	4	0	1	0.0	0.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	40	42.9	35	7	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

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NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	66	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
	JERSEY	BLUE ISLANDS LIMITED	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	LEEDS BRADFORD	FLYBE LTD	S	A	11	0	2	0.0	30.8	38.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	15.4	13	100.0	0	14	
	LEEDS BRADFORD	FLYBE LTD	S	D	11	0	2	0.0	15.4	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15.4	7	100.0	3	14	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	0	
	GATWICK	FLYBE LTD	S	A	76	0	5	8.6	49.4	24.7	1.2	6.2	2.5	0.0	1.2	0.0	0.0	6.2	9	90.5	4	84	
	GATWICK	FLYBE LTD	S	D	76	0	6	0.0	22.0	56.1	4.9	2.4	4.9	0.0	2.4	0.0	0.0	7.3	15	83.5	8	85	
	STANSTED	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	36	6	
	STANSTED	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	35	6	
	MANCHESTER	FLYBE LTD	S	A	36	0	1	0.0	37.8	40.5	13.5	5.4	0.0	0.0	0.0	0.0	0.0	2.7	8	86.5	5	35	
	MANCHESTER	FLYBE LTD	S	D	36	0	1	0.0	8.1	51.4	16.2	16.2	2.7	2.7	0.0	0.0	0.0	2.7	20	86.5	10	37	
<b>TOTAL NEWQUAY NICE</b>					<b>258</b>	<b>0</b>	<b>20</b>	<b>2.9</b>	<b>29.9</b>	<b>41.7</b>	<b>7.6</b>	<b>5.4</b>	<b>3.2</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>13</b>	<b>84.9</b>	<b>8</b>	<b>297</b>	
	BIRMINGHAM	CELLO AVIATION LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
	BIRMINGHAM	CELLO AVIATION LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	5.9	23.5	35.3	5.9	23.5	5.9	0.0	0.0	0.0	0.0	0.0	19	61.5	22	13	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	17.6	58.8	0.0	17.6	5.9	0.0	0.0	0.0	0.0	0.0	14	76.9	17	13	
	DONCASTER SHEFFIELD	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0	
	DONCASTER SHEFFIELD	FLYBE LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	52	100.0	0	5	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	66.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	54	100.0	2	5	
	LEEDS BRADFORD	JET2.COM LTD	S	A	6	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	6	
	LEEDS BRADFORD	JET2.COM LTD	S	D	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	6	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	16.0	40.0	28.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.3	18	22	

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MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	0.0	52.0	24.0	12.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	10	86.4	7	22
	GATWICK	BRITISH AIRWAYS PLC	S	A	61	0	2	31.7	36.5	9.5	3.2	7.9	4.8	0.0	3.2	0.0	0.0	3.2	18	89.8	3	57
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	2	0.0	22.6	50.0	12.9	3.2	4.8	0.0	3.2	0.0	0.0	3.2	18	89.8	4	57
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	111	0	0	24.3	38.7	14.4	9.0	9.0	1.8	1.8	0.9	0.0	0.0	0.0	12	68.4	17	113
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	111	0	0	0.0	23.4	54.1	12.6	5.4	4.5	0.0	0.0	0.0	0.0	0.0	12	78.1	11	113
	HEATHROW	BRITISH AIRWAYS PLC	S	A	153	0	10	16.6	36.8	23.3	6.7	5.5	3.7	0.6	0.0	0.6	0.0	6.1	15	86.7	10	166
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	8	0.0	24.7	50.0	9.9	6.2	3.7	0.0	0.6	0.0	0.0	4.9	12	91.0	4	166
	LONDON CITY	BA CITYFLYER LTD	S	A	26	0	2	7.1	32.1	25.0	3.6	21.4	3.6	0.0	0.0	0.0	0.0	7.1	14	73.1	15	26
	LONDON CITY	BA CITYFLYER LTD	S	D	26	0	3	0.0	27.6	37.9	17.2	6.9	0.0	0.0	0.0	0.0	0.0	10.3	12	51.9	25	27
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	51	0	1	9.6	30.8	30.8	5.8	9.6	3.8	3.8	3.8	0.0	0.0	1.9	27	67.3	15	52
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	51	0	1	0.0	23.1	50.0	7.7	5.8	5.8	1.9	3.8	0.0	0.0	1.9	26	78.8	12	52
	LUTON	ITALI AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	32	0	1	18.2	24.2	27.3	9.1	6.1	9.1	3.0	0.0	0.0	0.0	3.0	17	66.7	13	27
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	32	0	1	0.0	33.3	39.4	6.1	6.1	9.1	3.0	0.0	0.0	0.0	3.0	19	77.8	11	27
	STANSTED	JET2.COM LTD	S	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	STANSTED	RYANAIR	S	A	29	0	2	0.0	3.2	35.5	22.6	12.9	19.4	0.0	0.0	0.0	0.0	6.5	32	0.0	0	0
	STANSTED	RYANAIR	S	D	29	0	2	0.0	3.2	54.8	16.1	16.1	3.2	0.0	0.0	0.0	0.0	6.5	18	0.0	0	0
	MANCHESTER	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
	MANCHESTER	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	MANCHESTER	JET2.COM LTD	S	A	6	0	0	16.7	0.0	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	11	70.0	13	10	
	MANCHESTER	JET2.COM LTD	S	D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	7	10	
	MANCHESTER	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<b>TOTAL NICE NIEDERRHEIN</b>					<b>1049</b>	<b>0</b>	<b>35</b>	<b>8.6</b>	<b>28.8</b>	<b>36.1</b>	<b>9.2</b>	<b>7.7</b>	<b>4.4</b>	<b>0.9</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>3.2</b>	<b>16</b>	<b>80.9</b>	<b>10</b>	<b>1007</b>
	EDINBURGH	RYANAIR	S	A	13	0	1	21.4	50.0	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7.1	5	100.0	1	13

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: N																		MARCH 2017		
		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE									
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	30 m to 60 m late	60 m to 120 m late	120 m to 180 m late	180 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	EDINBURGH	RYANAIR	S	D	13	0	1	0.0	42.9	14.3	21.4	7.1	7.1	0.0	0.0	0.0	0.0	7.1	15	100.0	5	13
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	9	2	
	LUTON	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	STANSTED	RYANAIR	S	A	13	0	1	21.4	35.7	21.4	14.3	0.0	0.0	0.0	0.0	0.0	7.1	4	100.0	0	18	
	STANSTED	RYANAIR	S	D	14	0	0	0.0	7.1	57.1	14.3	21.4	0.0	0.0	0.0	0.0	0.0	17	94.4	4	18	
<b>TOTAL NIEDERRHEIN</b>					<b>54</b>	<b>0</b>	<b>3</b>	<b>10.5</b>	<b>33.3</b>	<b>28.1</b>	<b>12.3</b>	<b>8.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>10</b>	<b>98.5</b>	<b>3</b>	<b>66</b>
NIMES																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	24	2	
	LUTON	RYANAIR	S	A	10	0	0	0.0	40.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10	55.6	15	9	
	LUTON	RYANAIR	S	D	10	0	0	0.0	0.0	70.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	14	77.8	11	9	
	STANSTED	RYANAIR	S	A	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	33	25.0	18	4	
	STANSTED	RYANAIR	S	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	34	75.0	8	4	
<b>TOTAL NIMES</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>17.9</b>	<b>21.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>60.7</b>	<b>14</b>	<b>28</b>	
NORWICH																						
	ABERDEEN	BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	7	62	
	ABERDEEN	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.5	8	62	
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.1	6	70	
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	72	
	ABERDEEN	FLYBE LTD	S	A	67	0	5	18.1	36.1	13.9	6.9	8.3	5.6	0.0	4.2	0.0	6.9	22	0.0	0	0	
	ABERDEEN	FLYBE LTD	S	D	67	0	4	0.0	38.0	28.2	7.0	12.7	7.0	0.0	1.4	0.0	5.6	18	0.0	0	0	
	BRISTOL	RYANAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	BRISTOL	RYANAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
	EDINBURGH	LOGANAIR LTD	S	A	49	0	6	23.6	18.2	23.6	9.1	3.6	7.3	1.8	1.8	0.0	10.9	20	89.1	20	55	
	EDINBURGH	LOGANAIR LTD	S	D	48	0	7	0.0	36.4	25.5	7.3	7.3	7.3	1.8	1.8	0.0	12.7	21	87.3	12	55	
	EXETER	FLYBE LTD	S	A	15	0	2	5.9	17.6	23.5	23.5	5.9	5.9	0.0	5.9	0.0	11.8	32	72.2	18	18	
	EXETER	FLYBE LTD	S	D	15	1	2	0.0	5.6	38.9	27.8	0.0	5.6	0.0	5.6	0.0	5.6	11.1	34	78.9	15	19
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	77	0.0	0	0	
	MANCHESTER	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	MANCHESTER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.5	5	73	
	MANCHESTER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	97.3	4	73	
	MANCHESTER	LOGANAIR LTD	S	A	61	0	5	21.2	51.5	10.6	3.0	4.5	0.0	0.0	1.5	0.0	7.6	8	0.0	0	0	
	MANCHESTER	LOGANAIR LTD	S	D	64	0	4	0.0	30.9	47.1	7.4	1.5	1.5	1.5	4.4	0.0	5.9	20	0.0	0	0	
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
<b>TOTAL NORWICH</b>					<b>387</b>	<b>1</b>	<b>35</b>	<b>9.7</b>	<b>33.6</b>	<b>25.3</b>	<b>8.3</b>	<b>6.1</b>	<b>5.0</b>	<b>0.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.2</b>	<b>8.3</b>	<b>20</b>	<b>88.6</b>	<b>9</b>	<b>563</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
NUREMBERG	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1
	STANSTED	RYANAIR	S	A	52	0	2	5.6	48.1	22.2	9.3	3.7	7.4	0.0	0.0	0.0	0.0	3.7	11	85.2	5	54
	STANSTED	RYANAIR	S	D	51	0	2	0.0	7.5	45.3	20.8	17.0	5.7	0.0	0.0	0.0	0.0	3.8	20	61.1	13	54
	MANCHESTER	RYANAIR	S	A	26	0	0	7.7	46.2	15.4	15.4	11.5	3.8	0.0	0.0	0.0	0.0	0.0	12	93.5	6	31
	MANCHESTER	RYANAIR	S	D	26	0	0	0.0	11.5	38.5	23.1	23.1	3.8	0.0	0.0	0.0	0.0	0.0	22	87.1	7	31
<b>TOTAL NUREMBERG</b>					<b>155</b>	<b>0</b>	<b>4</b>	<b>3.1</b>	<b>28.3</b>	<b>31.4</b>	<b>16.4</b>	<b>12.6</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>16</b>	<b>78.9</b>	<b>8</b>	<b>171</b>



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: O		PERCENTAGE OF FLIGHTS LATE											MAR 2017			
								NUMBER OF FLIGHTS																
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
OAKLAND		GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	7.7	46.2	15.4	0.0	15.4	15.4	0.0	0.0	0.0	0.0	0.0	21	50.0	36	2	
		GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	46.2	30.8	7.7	0.0	0.0	15.4	0.0	0.0	0.0	0.0	22	100.0	0	2	
		GATWICK	NORWEGIAN AIR SHUTTLE	S	A	16	0	0	12.5	18.8	25.0	18.8	6.3	12.5	6.3	0.0	0.0	0.0	0.0	27	78.6	13	14	
		GATWICK	NORWEGIAN AIR SHUTTLE	S	D	16	0	0	0.0	6.3	31.3	31.3	12.5	12.5	0.0	6.3	0.0	0.0	0.0	35	69.2	11	13	
		GATWICK	NORWEGIAN AIR UK LTD	S	A	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
		GATWICK	NORWEGIAN AIR UK LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL OAKLAND</b>						<b>66</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>27.3</b>	<b>18.2</b>	<b>7.6</b>	<b>9.1</b>	<b>4.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>74.2</b>	<b>13</b>	<b>31</b>	
ODENSE		LIVERPOOL (JOHN LENNON)	SUN AIR OF SCANDINAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1		
		LIVERPOOL (JOHN LENNON)	SUN AIR OF SCANDINAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL ODENSE</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>10</b>	<b>2</b>		
OHRID		LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
		LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
<b>TOTAL OHRID</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>4</b>		
OLBIA		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	10.0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1		
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	9	100.0	9	1		
<b>TOTAL OLBIA</b>						<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>35.0</b>	<b>15.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>5</b>	<b>2</b>		
OPORTO (PORTUGAL)		BIRMINGHAM	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	7	2		
		BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25	50.0	10	2		
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	12	0	2	0.0	14.3	35.7	0.0	28.6	7.1	0.0	0.0	0.0	14.3	23	58.3	21	12		
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	12	0	2	0.0	14.3	42.9	0.0	28.6	0.0	0.0	0.0	0.0	14.3	18	50.0	25	12		
		EDINBURGH	RYANAIR	S	A	9	0	0	0.0	55.6	33.3	0.0	0.0	0.0	0.0	11.1	0.0	0.0	46	100.0	0	1		
		EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1		
		LIVERPOOL (JOHN LENNON)	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0		
		LIVERPOOL (JOHN LENNON)	ENTER AIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
		LIVERPOOL (JOHN LENNON)	HI FLY	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: O		PERCENTAGE OF FLIGHTS LATE												MAR 2017							
						NUMBER OF FLIGHTS																					
						C/S	A/D	MAT	UNMAT	CAN		More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
LIVERPOOL (JOHN LENNON)	HI FLY	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	8	9						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9						
GATWICK	AIR PORTUGAL	S	A	62	0	0	3.2	30.6	45.2	8.1	6.5	6.5	0.0	0.0	0.0	0.0	0.0	13	81.8	10	55						
GATWICK	AIR PORTUGAL	S	D	62	0	0	0.0	25.8	38.7	14.5	12.9	4.8	1.6	1.6	0.0	0.0	0.0	19	61.8	16	55						
GATWICK	BRITISH AIRWAYS PLC	S	A	24	0	0	8.3	50.0	20.8	4.2	12.5	4.2	0.0	0.0	0.0	0.0	0.0	12	80.0	19	20						
GATWICK	BRITISH AIRWAYS PLC	S	D	24	0	0	0.0	29.2	37.5	20.8	4.2	8.3	0.0	0.0	0.0	0.0	0.0	15	75.0	21	20						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	1	3.6	28.6	21.4	21.4	3.6	10.7	3.6	3.6	0.0	0.0	3.6	29	66.7	18	24						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	1	0.0	3.4	55.2	17.2	13.8	3.4	0.0	3.4	0.0	0.0	3.4	25	70.8	14	24						
LONDON CITY	AIR PORTUGAL	S	A	5	0	0	20.0	0.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0						
LONDON CITY	AIR PORTUGAL	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	21.4	21.4	14.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	18	61.5	16	13						
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	14.3	57.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	14	13						
STANSTED	RYANAIR	S	A	71	0	3	6.8	28.4	31.1	17.6	8.1	1.4	1.4	0.0	1.4	0.0	4.1	23	88.9	5	72						
STANSTED	RYANAIR	S	D	71	0	3	0.0	1.4	31.1	24.3	29.7	5.4	2.7	1.4	0.0	0.0	4.1	33	73.6	17	72						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	28.6	28.6	35.7	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	14	57.1	25	14						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	28.6	35.7	14.3	14.3	0.0	7.1	0.0	0.0	0.0	0.0	22	71.4	10	14						
<b>TOTAL OPORTO (PORTUGAL)</b>				<b>503</b>	<b>0</b>	<b>12</b>	<b>3.1</b>	<b>22.7</b>	<b>37.7</b>	<b>14.6</b>	<b>13.2</b>	<b>3.9</b>	<b>1.4</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>2.3</b>	<b>21</b>	<b>73.9</b>	<b>14</b>	<b>444</b>						
ORADEA																											
STANSTED	RYANAIR	S	A	14	0	0	0.0	7.1	42.9	28.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0						
STANSTED	RYANAIR	S	D	14	0	0	0.0	14.3	64.3	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0						
<b>TOTAL ORADEA</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>53.6</b>	<b>21.4</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>						
ORLANDO																											
BELFAST INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0						
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	115	1						
GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	17	4						
GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	23	60.0	22	5						
GATWICK	BRITISH AIRWAYS PLC	S	A	37	0	0	27.0	29.7	29.7	2.7	8.1	2.7	0.0	0.0	0.0	0.0	0.0	7	86.1	9	36						
GATWICK	BRITISH AIRWAYS PLC	S	D	38	0	0	0.0	36.8	36.8	10.5	13.2	2.6	0.0	0.0	0.0	0.0	0.0	13	70.3	12	37						

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: O																	MARCH 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								7.3	27.7	33.9	11.8	11.8	3.5	3.1	0.7	0.0	0.0	0.3	19	80.1	10	266
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	7	0	0	0.0	28.6	28.6	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	19	60.0	12	5
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	7	0	0	0.0	14.3	14.3	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	30	100.0	4	5
	GATWICK	NORWEGIAN AIR UK LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	131	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	4	0	0	0.0	25.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	61	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	43	3
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	28	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	49	0	0	12.2	30.6	24.5	10.2	16.3	2.0	2.0	2.0	0.0	0.0	0.0	19	77.8	9	44
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	49	0	0	0.0	20.4	46.9	12.2	14.3	2.0	2.0	2.0	0.0	0.0	0.0	22	88.9	6	45
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	1	33.3	0.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	16.7	16	60.0	10	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	0.0	60.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	22	66.7	15	9
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	33	0	0	3.0	33.3	30.3	21.2	3.0	3.0	6.1	0.0	0.0	0.0	0.0	21	87.1	9	31
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	33	0	0	0.0	39.4	36.4	6.1	6.1	6.1	6.1	0.0	0.0	0.0	0.0	21	90.6	6	32
<b>TOTAL ORLANDO</b>					<b>288</b>	<b>0</b>	<b>1</b>	<b>7.3</b>	<b>27.7</b>	<b>33.9</b>	<b>11.8</b>	<b>11.8</b>	<b>3.5</b>	<b>3.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>19</b>	<b>80.1</b>	<b>10</b>	<b>266</b>
OSLO (GARDERMOEN)																						
	ABERDEEN	BMI REGIONAL	S	A	18	0	0	0.0	44.4	44.4	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	81.8	7	22
	ABERDEEN	BMI REGIONAL	S	D	18	0	0	5.6	38.9	44.4	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	81.8	6	22
	ABERDEEN	SAS	S	A	20	0	2	4.5	22.7	27.3	27.3	9.1	0.0	0.0	0.0	0.0	0.0	9.1	13	70.4	9	27
	ABERDEEN	SAS	S	D	21	0	2	0.0	39.1	30.4	13.0	4.3	4.3	0.0	0.0	0.0	0.0	8.7	13	77.8	10	27
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	19	0	1	0.0	10.0	35.0	30.0	15.0	0.0	0.0	5.0	0.0	0.0	5.0	28	0.0	0	0
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	19	0	1	0.0	20.0	55.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	16	0.0	0	0
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.7	18	16	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	52.9	26	16	
	EDINBURGH	SAS	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	EDINBURGH	SAS	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	ENTER AIR	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	100	0	1	5.9	22.8	22.8	23.8	9.9	8.9	2.0	3.0	0.0	0.0	1.0	30	59.8	16	92
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	99	0	1	0.0	30.0	31.0	12.0	14.0	7.0	4.0	1.0	0.0	0.0	1.0	26	62.0	17	92
	GATWICK	NORWEGIAN AIR SHUTTLE	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: O		NUMBER OF FLIGHTS																	PERCENTAGE OF FLIGHTS LATE				MAR 2017		
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat					
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	3.8	11.5	57.7	23.1	0.0	3.8	0.0	0.0	0.0	0.0	0.0	12	80.0	19	5					
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	0.0	15.4	57.7	7.7	15.4	3.8	0.0	0.0	0.0	0.0	0.0	19	57.1	34	6					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	113	0	4	19.7	37.6	29.1	6.8	1.7	0.9	0.0	0.0	0.9	0.0	3.4	14	90.0	7	120					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	4	0.0	47.4	36.2	8.6	1.7	0.9	1.7	0.0	0.0	0.0	3.4	8	90.0	6	120					
	HEATHROW	SAS	S	A	120	0	6	8.7	31.0	28.6	15.1	10.3	1.6	0.0	0.0	0.0	0.0	4.8	11	77.5	9	142					
	HEATHROW	SAS	S	D	122	0	6	0.0	46.1	35.2	8.6	5.5	0.0	0.0	0.0	0.0	0.0	4.7	6	90.9	5	143					
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	13	0	0	0.0	53.8	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0					
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	12	0	0	0.0	58.3	33.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
	STANSTED	RYANAIR	S	A	82	0	2	1.2	25.0	31.0	15.5	16.7	7.1	1.2	0.0	0.0	0.0	2.4	21	75.3	11	89					
	STANSTED	RYANAIR	S	D	82	0	2	0.0	14.3	44.0	21.4	9.5	7.1	1.2	0.0	0.0	0.0	2.4	20	85.4	7	89					
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	0.0	61.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	78.6	11	14					
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	0.0	15.4	53.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	17	57.1	16	14					
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	120	1					
	MANCHESTER	SAS	S	A	29	0	0	6.9	48.3	37.9	3.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	31					
	MANCHESTER	SAS	S	D	29	0	0	0.0	48.3	41.4	6.9	0.0	0.0	3.4	0.0	0.0	0.0	0.0	8	96.8	1	31					
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1110</b>	<b>0</b>	<b>34</b>	<b>4.0</b>	<b>33.3</b>	<b>34.3</b>	<b>12.8</b>	<b>7.5</b>	<b>3.6</b>	<b>1.0</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>3.0</b>	<b>15</b>	<b>79.8</b>	<b>9</b>	<b>1121</b>					
OSTEND																											
	LUTON	JETAIRFLY	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0					
<b>TOTAL OSTEND</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
OSTERSUND / FROSON																											
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	5	4					
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	4					
<b>TOTAL OSTERSUND / FROSON</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>62.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>3</b>	<b>8</b>					
OSTRAVA																											
	STANSTED	RYANAIR	S	A	17	0	0	17.6	41.2	17.6	5.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	20	100.0	0	16					
	STANSTED	RYANAIR	S	D	17	0	0	0.0	11.8	58.8	17.6	0.0	5.9	5.9	0.0	0.0	0.0	0.0	22	100.0	2	16					
<b>TOTAL OSTRAVA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>38.2</b>	<b>11.8</b>	<b>2.9</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>1</b>	<b>32</b>					
OTTAWA INTERNATIONAL																											
	HEATHROW	AIR CANADA	S	A	31	0	0	0.0	16.1	38.7	19.4	22.6	3.2	0.0	0.0	0.0	0.0	0.0	21	73.3	19	30					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2017		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	29.0	58.1	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	82.8	20	29		
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>48.4</b>	<b>16.1</b>	<b>11.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.0</b>	<b>20</b>	<b>59</b>		
OVDA	LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	18	5			
	LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	20	5			
	LUTON	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0			
<b>TOTAL OVDA</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>50.0</b>	<b>19</b>	<b>10</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: P																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m	15 m to 1 m	0 m to 15 m	16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late	Unmat	Can				
PADERBORN																						
	BIRMINGHAM	AIRTANKER SERVICES LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	25.0	24	4
	BIRMINGHAM	AIRTANKER SERVICES LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	50.0	16	4
	BIRMINGHAM	SMALL PLANET AIRLINES GERMANY	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	19	5
	BIRMINGHAM	SMALL PLANET AIRLINES GERMANY	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	13	5
<b>TOTAL PADERBORN</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>55.6</b>	<b>18</b>	<b>18</b>
PALANGA																						
	GLASGOW	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	50.0	12	2
	GLASGOW	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	50.0	13	2
	LUTON	WIZZ AIR	S	A	10	0	0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	8	15
	LUTON	WIZZ AIR	S	D	10	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	66.7	16	15
	STANSTED	RYANAIR	S	A	9	0	0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	8
	STANSTED	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	7	8
<b>TOTAL PALANGA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>38.1</b>	<b>28.6</b>	<b>14.3</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>78.0</b>	<b>10</b>	<b>50</b>
PALERMO																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	20.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	9	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	9
	HEATHROW	BRITISH AIRWAYS PLC	S	A	10	0	0	10.0	20.0	20.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	22	33.3	22	3
	HEATHROW	BRITISH AIRWAYS PLC	S	D	10	0	0	0.0	10.0	80.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	17	3
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	STANSTED	RYANAIR	S	A	20	0	1	0.0	14.3	38.1	4.8	23.8	9.5	4.8	0.0	0.0	0.0	4.8	30	90.0	7	20
	STANSTED	RYANAIR	S	D	19	0	1	0.0	0.0	55.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	5.0	29	95.0	6	20
<b>TOTAL PALERMO</b>					<b>83</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>16.5</b>	<b>43.5</b>	<b>10.6</b>	<b>15.3</b>	<b>7.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>20</b>	<b>87.5</b>	<b>8</b>	<b>64</b>
PALMA DE MALLORCA																						
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	3
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	19	100.0	4	3
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	11	0	0	9.1	18.2	45.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	8	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: P																	MARCH 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
BIRMINGHAM	JET2.COM LTD	S D	11	0	0	0.0	9.1	54.5	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	5	1
BIRMINGHAM	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
BIRMINGHAM	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
BIRMINGHAM	RYANAIR	S A	7	0	0	14.3	28.6	42.9	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	35	92.3	5	13
BIRMINGHAM	RYANAIR	S D	7	0	0	0.0	0.0	57.1	28.6	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	45	76.9	12	13
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	1
BIRMINGHAM	TUI AIRWAYS LTD	C D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	1
BOURNEMOUTH	RYANAIR	S A	7	0	0	14.3	14.3	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4
BOURNEMOUTH	RYANAIR	S D	6	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4
BOURNEMOUTH	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	25	0	1	3.8	34.6	23.1	3.8	15.4	3.8	0.0	7.7	3.8	0.0	3.8	0.0	0.0	55	57.1	21	21
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	26	0	1	0.0	7.4	63.0	0.0	7.4	7.4	0.0	7.4	3.7	0.0	3.7	0.0	0.0	54	55.0	20	20
BRISTOL	RYANAIR	S A	9	0	0	11.1	33.3	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	7
BRISTOL	RYANAIR	S D	9	0	0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	7
BRISTOL	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
CARDIFF WALES	VUELING AIRLINES	S A	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
CARDIFF WALES	VUELING AIRLINES	S D	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	5	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	6	8
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	3	9
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	13	0	0	30.8	46.2	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	14	10
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	13	0	0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	70.0	12	10
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	14	0	0	14.3	57.1	21.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	4	12
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	14	0	0	0.0	21.4	57.1	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	12
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	JET2.COM LTD	S	A	9	0	1	10.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	10	77.8	9	9	
	EDINBURGH	JET2.COM LTD	S	D	9	0	1	0.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	4	77.8	13	9	
	EDINBURGH	RYANAIR	S	A	7	0	0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	13	13	
	EDINBURGH	RYANAIR	S	D	7	0	0	0.0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	4	13	
	EDINBURGH	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	EXETER	FLYBE LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	10	2	
	EXETER	FLYBE LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	2	
	EXETER	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
	GLASGOW	JET2.COM LTD	S	A	11	0	0	54.5	9.1	9.1	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	8	9	
	GLASGOW	JET2.COM LTD	S	D	11	0	0	0.0	45.5	36.4	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	12	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	GLASGOW	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	73	100.0	0	1	
	LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	1	20.0	33.3	33.3	0.0	0.0	0.0	6.7	0.0	0.0	0.0	6.7	12	80.0	11	10	
	LEEDS BRADFORD	JET2.COM LTD	S	D	15	0	0	0.0	13.3	46.7	33.3	0.0	0.0	6.7	0.0	0.0	0.0	0.0	18	60.0	18	10	
	LEEDS BRADFORD	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LEEDS BRADFORD	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LEEDS BRADFORD	RYANAIR	S	A	6	0	0	0.0	16.7	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	0	5	
	LEEDS BRADFORD	RYANAIR	S	D	6	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	4	5	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	25	9	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	69.2	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	12	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	7	0	0	14.3	71.4	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	6	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	7	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	6	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	71	0	0	12.7	28.2	28.2	14.1	7.0	5.6	1.4	2.8	0.0	0.0	0.0	20	66.7	20	69	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	0.0	6.9	54.2	22.2	11.1	4.2	0.0	1.4	0.0	0.0	0.0	21	61.4	16	70	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: P												PERCENTAGE OF FLIGHTS LATE				MAR 2017				
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE												MAR 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	12	0	0	8.3	50.0	33.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	63.6	17	11					
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	14	0	0	0.0	35.7	42.9	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	72.7	18	11					
GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1					
GATWICK	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
GATWICK	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	8	1					
GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	16	8					
GATWICK	TUI AIRWAYS LTD	C	D	10	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9					
HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	3.7	33.3	25.9	22.2	3.7	3.7	7.4	0.0	0.0	0.0	0.0	22	83.3	6	6					
HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	18.5	55.6	14.8	3.7	7.4	0.0	0.0	0.0	0.0	0.0	15	50.0	16	6					
LONDON CITY	BA CITYFLYER LTD	S	A	13	0	0	7.7	30.8	23.1	7.7	15.4	15.4	0.0	0.0	0.0	0.0	0.0	20	85.7	10	14					
LONDON CITY	BA CITYFLYER LTD	S	D	14	0	0	0.0	7.1	42.9	21.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	27	78.6	9	14					
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	9.5	33.3	23.8	19.0	0.0	9.5	4.8	0.0	0.0	0.0	0.0	18	65.2	20	23					
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	4.8	57.1	14.3	9.5	9.5	4.8	0.0	0.0	0.0	0.0	24	69.6	14	23					
LUTON	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0					
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	24	0	1	12.0	44.0	16.0	12.0	4.0	8.0	0.0	0.0	0.0	0.0	4.0	14	78.3	11	23					
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	25	0	1	0.0	11.5	57.7	15.4	3.8	7.7	0.0	0.0	0.0	0.0	3.8	18	87.5	7	24					
STANSTED	JET2.COM LTD	S	A	15	0	0	20.0	46.7	6.7	6.7	13.3	6.7	0.0	0.0	0.0	0.0	0.0	12	100.0	0	1					
STANSTED	JET2.COM LTD	S	D	15	0	0	0.0	33.3	46.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	100.0	2	1					
STANSTED	RYANAIR	S	A	34	0	1	0.0	8.6	25.7	25.7	22.9	5.7	5.7	2.9	0.0	0.0	2.9	36	75.8	14	33					
STANSTED	RYANAIR	S	D	35	0	0	0.0	0.0	54.3	25.7	14.3	2.9	2.9	0.0	0.0	0.0	0.0	23	84.8	9	33					
STANSTED	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0					
STANSTED	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	11	0	0	36.4	45.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	3					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	11	0	0	0.0	18.2	72.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	3					
MANCHESTER	JET2.COM LTD	S	A	18	0	0	22.2	27.8	16.7	16.7	11.1	0.0	5.6	0.0	0.0	0.0	0.0	18	85.7	8	14					
MANCHESTER	JET2.COM LTD	S	D	16	0	0	0.0	12.5	56.3	6.3	6.3	12.5	6.3	0.0	0.0	0.0	0.0	28	85.7	5	14					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
MANCHESTER	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	8	13
MANCHESTER	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	13
MANCHESTER	MANCHESTER	RYANAIR	S	A	21	0	0	28.6	28.6	19.0	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	10	86.4	9	22
MANCHESTER	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	23.8	42.9	19.0	9.5	4.8	0.0	0.0	0.0	0.0	0.0	14	86.4	6	22
MANCHESTER	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
MANCHESTER	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
MANCHESTER	MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	17	8
MANCHESTER	MANCHESTER	TUI AIRWAYS LTD	C	D	10	0	0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	3	9
NEWCASTLE	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	3
NEWCASTLE	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	3
NEWCASTLE	NEWCASTLE	JET2.COM LTD	S	A	9	0	1	0.0	80.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0	44.4	40	9
NEWCASTLE	NEWCASTLE	JET2.COM LTD	S	D	10	0	0	0.0	20.0	50.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	12	9
NEWCASTLE	NEWCASTLE	RYANAIR	S	A	7	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	5
NEWCASTLE	NEWCASTLE	RYANAIR	S	D	7	0	0	0.0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	9	5
NEWCASTLE	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
NEWCASTLE	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
NEWCASTLE	NEWCASTLE	TUI AIRWAYS LTD	S	D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
SOUTHAMPTON	SOUTHAMPTON	FLYBE LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	1
SOUTHAMPTON	SOUTHAMPTON	FLYBE LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
SOUTHEND	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	3
SOUTHEND	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	3
<b>TOTAL PALMA DE MALLORCA</b>					<b>1000</b>	<b>0</b>	<b>9</b>	<b>7.0</b>	<b>26.9</b>	<b>38.6</b>	<b>13.3</b>	<b>7.2</b>	<b>3.7</b>	<b>1.3</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>77.7</b>	<b>11</b>	<b>851</b>
PAPHOS																						
	BIRMINGHAM	JET2.COM LTD	S	A	5	0	0	0.0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	94	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	130	0.0	16	1
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	7	0	0	14.3	42.9	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	6	8
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	15	4
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	10	5

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	8.3	33.3	25.0	16.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	15	70.0	14	10		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	23.1	30.8	15.4	23.1	7.7	0.0	0.0	0.0	0.0	0.0	24	80.0	19	10		
BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	5		
BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	6	5		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	3		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	5		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	11	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	1		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	24	100.0	8	1		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	5	5		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	3	9		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	9		
EDINBURGH	JET2.COM LTD	S	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	9	1		
EDINBURGH	JET2.COM LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1		
EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	36	55.6	13	9		
EDINBURGH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	59	88.9	9	9		
EXETER	TUI AIRWAYS LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GLASGOW	JET2.COM LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	11	1		
GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1		
GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	18	4		
GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	5		
LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	20.0	0.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	26	100.0	0	4		
LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	36	100.0	0	4		
GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	23.1	30.8	23.1	0.0	0.0	15.4	0.0	0.0	7.7	0.0	0.0	105	100.0	0	2		
GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	15.4	38.5	23.1	0.0	15.4	0.0	7.7	0.0	0.0	0.0	46	100.0	11	2		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	27.0	32.4	13.5	21.6	2.7	2.7	0.0	0.0	0.0	0.0	0.0	8	83.3	6	36		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	0.0	7.9	65.8	23.7	2.6	0.0	0.0	0.0	0.0	0.0	0.0	11	70.3	15	37		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: P																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	15 m early	late	m late	m late	m late	m late	m late	late	Unmat	Can	(mins)	m	(mins)	Mat
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	100.0	2	1
	GATWICK	TUI AIRWAYS LTD	C	A	15	0	0	13.3	20.0	20.0	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	22	70.0	8	20
	GATWICK	TUI AIRWAYS LTD	C	D	17	0	0	0.0	23.5	29.4	11.8	11.8	17.6	5.9	0.0	0.0	0.0	0.0	31	90.9	6	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	15.8	36.8	15.8	21.1	0.0	10.5	0.0	0.0	0.0	0.0	0.0	17	83.3	5	18
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	0.0	0.0	84.2	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	61.1	16	18
	STANSTED	JET2.COM LTD	S	A	9	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	41.9	35.5	19.4	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	3	31
	STANSTED	RYANAIR	S	D	31	0	0	0.0	0.0	58.1	19.4	12.9	6.5	0.0	3.2	0.0	0.0	0.0	25	67.7	15	31
	STANSTED	TUI AIRWAYS LTD	C	A	6	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	STANSTED	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	6
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	31	0	1	28.1	25.0	18.8	6.3	3.1	9.4	6.3	0.0	0.0	0.0	3.1	20	60.7	22	28
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	22.6	41.9	9.7	16.1	3.2	6.5	0.0	0.0	0.0	0.0	24	72.4	22	29
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	4
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	5	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	27	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	33.3	59	3
	MANCHESTER	TUI AIRWAYS LTD	C	A	16	0	0	25.0	31.3	18.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	85.0	8	20
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	47.1	23.5	11.8	5.9	5.9	0.0	0.0	0.0	0.0	24	77.3	7	22
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	60.0	14	5
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	12	5
<b>TOTAL PAPHOS</b>					<b>562</b>	<b>0</b>	<b>1</b>	<b>10.8</b>	<b>21.8</b>	<b>39.6</b>	<b>13.1</b>	<b>7.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>79.9</b>	<b>10</b>	<b>493</b>
PARDUBICE																						
	STANSTED	RYANAIR	S	A	14	0	0	0.0	21.4	35.7	14.3	7.1	14.3	0.0	7.1	0.0	0.0	0.0	38	0.0	0	0
	STANSTED	RYANAIR	S	D	14	0	0	0.0	21.4	35.7	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL PARDUBICE</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>35.7</b>	<b>21.4</b>	<b>3.6</b>	<b>14.3</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)																						
	ABERDEEN	AIR FRANCE	S	A	72	0	10	19.5	40.2	9.8	11.0	7.3	0.0	0.0	0.0	0.0	0.0	12.2	7	94.5	5	55
	ABERDEEN	AIR FRANCE	S	D	71	0	11	2.4	52.4	15.9	6.1	6.1	2.4	1.2	0.0	0.0	0.0	13.4	9	90.9	6	55
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	8.0	16.0	28.0	16.0	24.0	8.0	0.0	0.0	0.0	0.0	0.0	22	66.7	18	27

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	4.0	20.0	44.0	12.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	17	77.8	12	27		
BIRMINGHAM	AIR FRANCE	S	A	79	0	7	4.7	39.5	30.2	11.6	1.2	2.3	1.2	1.2	0.0	0.0	8.1	12	91.0	4	88		
BIRMINGHAM	AIR FRANCE	S	D	79	0	7	0.0	30.2	38.4	10.5	8.1	0.0	3.5	1.2	0.0	0.0	8.1	17	87.6	5	88		
BIRMINGHAM	FLYBE LTD	S	A	88	0	3	16.5	38.5	19.8	5.5	7.7	4.4	1.1	3.3	0.0	0.0	3.3	20	91.0	5	89		
BIRMINGHAM	FLYBE LTD	S	D	87	0	3	0.0	4.4	58.9	14.4	13.3	3.3	1.1	1.1	0.0	0.0	3.3	20	91.1	9	90		
BRISTOL	BMI REGIONAL	S	A	47	0	8	5.5	29.1	29.1	10.9	0.0	9.1	0.0	1.8	0.0	0.0	14.5	20	53.1	38	49		
BRISTOL	BMI REGIONAL	S	D	46	0	7	0.0	24.5	47.2	3.8	3.8	5.7	1.9	0.0	0.0	0.0	13.2	14	67.3	19	48		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	28	0	3	0.0	25.8	22.6	29.0	3.2	3.2	3.2	3.2	0.0	0.0	9.7	29	71.0	25	31		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	28	0	3	0.0	19.4	41.9	12.9	3.2	9.7	0.0	3.2	0.0	0.0	9.7	22	74.2	23	31		
BRISTOL	FLYBE LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
CARDIFF WALES	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	108	1		
CARDIFF WALES	ENTER AIR	C	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
CARDIFF WALES	ENTER AIR	C	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	90	0.0	0	0		
CARDIFF WALES	EUROPE AIRPOST	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
CARDIFF WALES	EUROPE AIRPOST	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	120	0.0	0	0		
CARDIFF WALES	FLYBE LTD	S	A	33	0	4	2.7	21.6	48.6	10.8	2.7	0.0	0.0	2.7	0.0	0.0	10.8	18	64.5	11	30		
CARDIFF WALES	FLYBE LTD	S	D	34	0	4	0.0	34.2	44.7	2.6	2.6	0.0	0.0	5.3	0.0	0.0	10.5	23	80.0	13	30		
CARDIFF WALES	SMARTLYNX (ESTONIA)	C	A	3	0	0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0		
CARDIFF WALES	SMARTLYNX (ESTONIA)	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
CARDIFF WALES	TRADE AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
CARDIFF WALES	TRADE AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	135	0.0	0	0		
CARDIFF WALES	XL AIRWAYS FRANCE	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	320	0.0	0	0		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	24	0	0	12.5	25.0	50.0	0.0	8.3	0.0	4.2	0.0	0.0	0.0	0.0	14	75.0	10	19		
DONCASTER SHEFFIELD	FLYBE LTD	S	D	24	0	0	0.0	8.3	70.8	8.3	0.0	8.3	4.2	0.0	0.0	0.0	0.0	17	75.0	10	19		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	84	1		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	2		
EAST MIDLANDS INTERNATIONAL	VOLOTEA	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	VOLOTEA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
EDINBURGH	AIR FRANCE	S	A	84	0	7	16.5	48.4	17.6	1.1	4.4	4.4	0.0	0.0	0.0	0.0	7.7	8	79.3	11	87		
EDINBURGH	AIR FRANCE	S	D	83	0	8	1.1	37.4	37.4	6.6	5.5	3.3	0.0	0.0	0.0	0.0	8.8	9	75.9	14	87		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017					
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat
																More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
EDINBURGH	EDINBURGH	CARPATAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	48	1									
EDINBURGH	EDINBURGH	CARPATAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1									
EDINBURGH	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	45	0	5	4.0	24.0	28.0	16.0	12.0	2.0	4.0	0.0	0.0	0.0	10.0	20	66.7	16	45									
EDINBURGH	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	45	0	5	0.0	30.0	32.0	16.0	10.0	0.0	2.0	0.0	0.0	0.0	10.0	15	80.0	10	45									
EDINBURGH	EDINBURGH	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1										
EDINBURGH	EDINBURGH	EUROPE AIRPOST	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1										
EXETER	EXETER	FLYBE LTD	S	A	28	0	2	3.3	26.7	26.7	13.3	10.0	3.3	10.0	0.0	0.0	0.0	6.7	29	72.4	17	29									
EXETER	EXETER	FLYBE LTD	S	D	29	1	1	0.0	6.5	54.8	6.5	16.1	3.2	6.5	0.0	0.0	3.2	3.2	26	83.3	7	30									
GLASGOW	GLASGOW	AIR FRANCE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	18	18										
GLASGOW	GLASGOW	AIR FRANCE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	15	18										
GLASGOW	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	3	2.9	20.6	14.7	20.6	23.5	5.9	0.0	2.9	0.0	0.0	8.8	29	48.4	21	31									
GLASGOW	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	2	0.0	21.2	30.3	18.2	15.2	6.1	0.0	3.0	0.0	0.0	6.1	25	64.5	19	31									
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	A	15	0	3	5.6	38.9	11.1	11.1	11.1	5.6	0.0	0.0	0.0	0.0	16.7	16	94.4	4	18									
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S	D	15	0	3	0.0	22.2	38.9	0.0	16.7	5.6	0.0	0.0	0.0	0.0	16.7	13	100.0	1	18									
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	23	0	1	0.0	29.2	37.5	16.7	12.5	0.0	0.0	0.0	0.0	0.0	4.2	11	83.3	17	24									
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	23	0	1	0.0	33.3	41.7	12.5	8.3	0.0	0.0	0.0	0.0	0.0	4.2	9	87.5	15	24									
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	79	0	1	11.3	47.5	18.8	7.5	8.8	2.5	1.3	1.3	0.0	0.0	1.3	13	82.9	9	82									
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	79	0	1	0.0	20.0	51.3	16.3	6.3	3.8	1.3	0.0	0.0	0.0	1.3	13	81.7	9	82									
GATWICK	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0										
GATWICK	GATWICK	VUELING AIRLINES	S	A	58	0	1	40.7	33.9	11.9	3.4	3.4	5.1	0.0	0.0	0.0	0.0	1.7	7	82.7	8	49									
GATWICK	GATWICK	VUELING AIRLINES	S	D	58	0	1	0.0	49.2	28.8	6.8	6.8	5.1	1.7	0.0	0.0	0.0	1.7	12	76.9	11	49									
HEATHROW	HEATHROW	AIR FRANCE	S	A	191	0	12	4.9	32.5	30.0	11.8	7.9	5.9	0.0	1.0	0.0	0.0	5.9	15	71.5	11	207									
HEATHROW	HEATHROW	AIR FRANCE	S	D	193	0	10	0.0	26.6	52.2	8.4	4.9	2.0	0.5	0.5	0.0	0.0	4.9	11	91.8	4	207									
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	215	0	14	18.8	37.1	22.3	8.3	4.4	3.1	0.0	0.0	0.0	0.0	6.1	8	88.2	5	186									
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	215	0	14	0.0	23.1	45.4	14.8	7.4	2.6	0.4	0.0	0.0	0.0	6.1	13	93.0	4	186									
LONDON CITY	LONDON CITY	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	20										
LONDON CITY	LONDON CITY	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	64.7	17	17										
LUTON	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	88	0	2	1.1	32.2	35.6	7.8	10.0	6.7	2.2	2.2	0.0	0.0	2.2	22	55.1	25	89									
LUTON	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	88	0	2	0.0	14.4	54.4	12.2	8.9	5.6	1.1	1.1	0.0	0.0	2.2	19	64.0	21	89									

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
MANCHESTER	AIR FRANCE	S A	86	0	7	5.4	30.1	34.4	10.8	7.5	4.3	0.0	0.0	0.0	0.0	7.5	12	84.9	8	93			
MANCHESTER	AIR FRANCE	S D	86	0	7	0.0	31.2	38.7	7.5	11.8	3.2	0.0	0.0	0.0	0.0	7.5	13	91.4	5	93			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	40	0	0	7.5	20.0	40.0	12.5	7.5	7.5	2.5	2.5	0.0	0.0	0.0	24	71.1	19	38			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	40	0	0	0.0	22.5	47.5	7.5	10.0	10.0	2.5	0.0	0.0	0.0	0.0	21	78.9	15	38			
MANCHESTER	FLYBE LTD	S A	113	0	3	3.4	38.8	35.3	9.5	3.4	5.2	0.9	0.9	0.0	0.0	2.6	13	90.5	5	111			
MANCHESTER	FLYBE LTD	S D	114	0	3	0.0	12.0	68.4	7.7	5.1	3.4	0.9	0.0	0.0	0.0	2.6	12	84.5	8	111			
MANCHESTER	JET2.COM LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
NEWCASTLE	AIR FRANCE	S A	85	0	2	26.4	37.9	21.8	6.9	2.3	1.1	1.1	0.0	0.0	0.0	2.3	6	93.3	5	89			
NEWCASTLE	AIR FRANCE	S D	84	0	3	0.0	19.5	51.7	13.8	4.6	4.6	2.3	0.0	0.0	0.0	3.4	16	88.6	7	88			
SOUTHAMPTON	FLYBE LTD	S A	48	0	5	13.2	35.8	30.2	5.7	5.7	0.0	0.0	0.0	0.0	0.0	9.4	5	96.7	3	30			
SOUTHAMPTON	FLYBE LTD	S D	49	0	4	0.0	22.6	62.3	3.8	1.9	1.9	0.0	0.0	0.0	0.0	7.5	5	96.7	2	30			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S A	14	0	0	0.0	42.9	21.4	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	15	100.0	0	18			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S D	14	0	0	0.0	42.9	28.6	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	100.0	2	18			
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>3297</b>	<b>1</b>	<b>203</b>	<b>5.6</b>	<b>29.7</b>	<b>36.4</b>	<b>10.0</b>	<b>7.0</b>	<b>3.7</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>14</b>	<b>82.1</b>	<b>10</b>	<b>3311</b>			
PARIS (LE BOURGET)																							
BOURNEMOUTH	FLYBE LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
CARDIFF WALES	CARPATAIR	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1			
CARDIFF WALES	CARPATAIR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1			
LUTON	EXECUJET SCANDINAVIA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1			
LUTON	VISTAJET LTD MALTA	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
MANCHESTER	Unknown	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1			
<b>TOTAL PARIS (LE BOURGET)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>60.0</b>	<b>18</b>	<b>5</b>			
PARIS (ORLY)																							
BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0			
BIRMINGHAM	BRITISH AIRWAYS PLC	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0			
BIRMINGHAM	FLYBE LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1			
BIRMINGHAM	VUELING AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3			
BIRMINGHAM	VUELING AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3			
CARDIFF WALES	CORSAIR	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0			
CARDIFF WALES	CORSAIR	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	142	0.0	0	0			
CARDIFF WALES	JET2.COM LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	155	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	CARDIFF WALES	THOMAS COOK BELGIUM	C	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	CARDIFF WALES	VUELING AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2		
	CARDIFF WALES	VUELING AIRLINES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2		
	EDINBURGH	TRANSAVIA FRANCE	S	A	14	0	0	0.0	35.7	14.3	21.4	21.4	0.0	7.1	0.0	0.0	0.0	26	84.6	5	13		
	EDINBURGH	TRANSAVIA FRANCE	S	D	14	0	0	0.0	28.6	7.1	35.7	21.4	0.0	7.1	0.0	0.0	0.0	31	76.9	8	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	112		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.1	4	112		
	LONDON CITY	BA CITYFLYER LTD	S	A	66	0	6	50.0	30.6	2.8	4.2	1.4	2.8	0.0	0.0	0.0	8.3	5	0.0	0	0		
	LONDON CITY	BA CITYFLYER LTD	S	D	68	0	6	0.0	59.5	20.3	2.7	4.1	4.1	0.0	1.4	0.0	8.1	10	0.0	0	0		
	LONDON CITY	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.2	12	79		
	LONDON CITY	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	59.5	21	79		
	LUTON	TRANSAVIA FRANCE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	89.5	5	38		
	LUTON	TRANSAVIA FRANCE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.3	19	38		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
	SOUTHAMPTON	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	17	39		
	SOUTHAMPTON	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.5	8	40		
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
<b>TOTAL PARIS (ORLY)</b>					<b>171</b>	<b>0</b>	<b>12</b>	<b>19.7</b>	<b>41.0</b>	<b>12.6</b>	<b>7.7</b>	<b>6.6</b>	<b>3.3</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>14</b>	<b>81.4</b>	<b>10</b>	<b>574</b>	
PARMA																							
	CARDIFF WALES	VLM Airlines d.d.	C	A	0	0	3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	CARDIFF WALES	VLM Airlines d.d.	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
<b>TOTAL PARMA</b>					<b>0</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PERPIGNAN																							
	BIRMINGHAM	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	11	1		
	BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	8	1		
	LEEDS BRADFORD	AVIATOR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
	LEEDS BRADFORD	AVIATOR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
	LIVERPOOL (JOHN LENNON)	CARPATAIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	CARPATAIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		



ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: P																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m	15 m to 1 m	0 m to 15 m	16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	STANSTED	RYANAIR	S	A	5	0	0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	8	3
	STANSTED	RYANAIR	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	7	3
	MANCHESTER	BMI REGIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	BMI REGIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	CARPATAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	32	1
	MANCHESTER	CARPATAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
	MANCHESTER	FLYBE LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	MANCHESTER	FLYBE LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL PERPIGNAN</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>50.0</b>	<b>11.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.5</b>	<b>8</b>	<b>16</b>
PERUGIA																						
	STANSTED	RYANAIR	S	A	19	0	0	0.0	31.6	31.6	26.3	0.0	5.3	0.0	0.0	5.3	0.0	0.0	38	90.0	6	20
	STANSTED	RYANAIR	S	D	19	0	0	0.0	5.3	68.4	15.8	10.5	0.0	0.0	0.0	0.0	0.0	0.0	12	95.0	6	20
<b>TOTAL PERUGIA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.4</b>	<b>50.0</b>	<b>21.1</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>92.5</b>	<b>6</b>	<b>40</b>
PESCARA																						
	STANSTED	RYANAIR	S	A	21	0	0	61.9	19.0	9.5	0.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	6	95.5	2	22
	STANSTED	RYANAIR	S	D	22	0	0	0.0	9.1	50.0	22.7	9.1	9.1	0.0	0.0	0.0	0.0	0.0	19	68.2	12	22
<b>TOTAL PESCARA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>14.0</b>	<b>30.2</b>	<b>11.6</b>	<b>7.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.8</b>	<b>7</b>	<b>44</b>
PHILADELPHIA INTERNATIONAL																						
	HEATHROW	AMERICAN AIRLINES	S	A	57	0	5	16.1	25.8	11.3	16.1	9.7	8.1	4.8	0.0	0.0	0.0	8.1	23	83.8	7	37
	HEATHROW	AMERICAN AIRLINES	S	D	58	0	5	0.0	44.4	23.8	6.3	9.5	7.9	0.0	0.0	0.0	0.0	7.9	14	89.2	10	37
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	9.7	22.6	29.0	12.9	12.9	9.7	0.0	0.0	0.0	0.0	3.2	21	90.6	6	53
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	19.4	45.2	9.7	12.9	9.7	0.0	0.0	0.0	0.0	3.2	20	88.5	9	52
	HEATHROW	DELTA AIRLINES	S	A	26	0	2	17.9	35.7	17.9	10.7	3.6	0.0	7.1	0.0	0.0	0.0	7.1	16	57.1	26	7
	HEATHROW	DELTA AIRLINES	S	D	26	0	2	0.0	50.0	21.4	7.1	10.7	3.6	0.0	0.0	0.0	0.0	7.1	10	100.0	1	6
	MANCHESTER	AMERICAN AIRLINES	S	A	27	0	2	13.8	6.9	27.6	20.7	17.2	6.9	0.0	0.0	0.0	0.0	6.9	21	78.6	12	28
	MANCHESTER	AMERICAN AIRLINES	S	D	27	0	2	0.0	31.0	31.0	10.3	6.9	10.3	3.4	0.0	0.0	0.0	6.9	21	75.9	8	29
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>281</b>	<b>0</b>	<b>20</b>	<b>7.3</b>	<b>30.6</b>	<b>24.3</b>	<b>11.6</b>	<b>10.3</b>	<b>7.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.6</b>	<b>18</b>	<b>85.1</b>	<b>9</b>	<b>249</b>
PHOENIX																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	33	0	0	3.0	9.1	27.3	21.2	18.2	9.1	9.1	3.0	0.0	0.0	0.0	43	54.8	23	31

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: P		PERCENTAGE OF FLIGHTS LATE										MAR 2017																										
										NUMBER OF FLIGHTS																																						
										More than 15 m early			15 m to 30 m late			31 m to 60 m late			61 m to 120 m late			121 m to 180 m late			181 m to 360 m late			More than 360 m late			Unmat			Can			Avg Delay (mins)			% Early to 15 m			Avg Delay (mins)			Mat		
		HEATHROW		BRITISH AIRWAYS PLC		S D				33 0 0			0.0 0.0 36.4			33.3 9.1 9.1			9.1 3.0 0.0			0.0 0.0 0.0			43			74.2			21			31														
<b>TOTAL PHOENIX</b>										<b>66 0 0</b>			<b>1.5 4.5 31.8</b>			<b>27.3 13.6 9.1</b>			<b>9.1 3.0 0.0</b>			<b>0.0 0.0 0.0</b>			<b>43</b>			<b>64.5</b>			<b>22</b>			<b>62</b>														
PHU QUOC INTERNATIONAL		GATWICK		TUI AIRWAYS LTD		C A				4 0 0			0.0 0.0 0.0			25.0 50.0 0.0			0.0 0.0 25.0			0.0 0.0 0.0			83			0.0			0			0														
		GATWICK		TUI AIRWAYS LTD		C D				2 0 0			0.0 0.0 50.0			0.0 0.0 0.0			50.0 0.0 0.0			0.0 0.0 0.0			84			0.0			0			0														
<b>TOTAL PHU QUOC INTERNATIONAL</b>										<b>6 0 0</b>			<b>0.0 0.0 16.7</b>			<b>16.7 33.3 0.0</b>			<b>16.7 16.7 0.0</b>			<b>0.0 0.0 0.0</b>			<b>83</b>			<b>0.0</b>			<b>0</b>			<b>0</b>														
PHUKET		BIRMINGHAM		TUI AIRWAYS LTD		C A				3 0 0			0.0 0.0 33.3			33.3 0.0 33.3			0.0 0.0 0.0			0.0 0.0 0.0			37			0.0			0			0														
		BIRMINGHAM		TUI AIRWAYS LTD		C D				2 0 0			0.0 0.0 50.0			50.0 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			17			0.0			0			0														
		GATWICK		TUI AIRWAYS LTD		C A				5 0 0			0.0 40.0 20.0			0.0 20.0 0.0			0.0 20.0 0.0			0.0 0.0 0.0			54			75.0			9			4														
		GATWICK		TUI AIRWAYS LTD		C D				5 0 0			0.0 0.0 40.0			20.0 0.0 20.0			0.0 20.0 0.0			0.0 0.0 0.0			74			100.0			4			5														
		MANCHESTER		TUI AIRWAYS LTD		C A				2 0 0			50.0 0.0 50.0			0.0 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			0			100.0			0			2														
		MANCHESTER		TUI AIRWAYS LTD		C D				2 0 0			0.0 0.0 50.0			0.0 0.0 50.0			0.0 0.0 0.0			0.0 0.0 0.0			39			100.0			8			2														
<b>TOTAL PHUKET</b>										<b>19 0 0</b>			<b>5.3 10.5 36.8</b>			<b>15.8 5.3 15.8</b>			<b>0.0 10.5 0.0</b>			<b>0.0 0.0 0.0</b>			<b>45</b>			<b>92.3</b>			<b>5</b>			<b>13</b>														
PISA		BRISTOL		EASYJET AIRLINE COMPANY LTD		S A				10 0 1			0.0 27.3 18.2			27.3 9.1 9.1			0.0 0.0 0.0			0.0 0.0 9.1			23			66.7			14			9														
		BRISTOL		EASYJET AIRLINE COMPANY LTD		S D				10 0 1			0.0 9.1 45.5			18.2 9.1 9.1			0.0 0.0 0.0			0.0 0.0 9.1			20			88.9			6			9														
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S A				3 0 0			0.0 0.0 33.3			33.3 33.3 0.0			0.0 0.0 0.0			0.0 0.0 0.0			21			100.0			9			2														
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S D				2 0 0			0.0 50.0 50.0			0.0 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			2			100.0			0			2														
		EDINBURGH		RYANAIR		S A				3 0 0			0.0 100.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			0			100.0			6			2														
		EDINBURGH		RYANAIR		S D				3 0 0			0.0 0.0 100.0			0.0 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			7			100.0			2			2														
		LEEDS BRADFORD		RYANAIR		S A				3 0 0			0.0 100.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			0			100.0			1			3														
		LEEDS BRADFORD		RYANAIR		S D				3 0 0			0.0 0.0 100.0			0.0 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			0			100.0			0			3														
		LIVERPOOL (JOHN LENNON)		RYANAIR		S A				2 0 0			50.0 0.0 50.0			0.0 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			0			66.7			9			9														
		LIVERPOOL (JOHN LENNON)		RYANAIR		S D				2 0 0			0.0 50.0 50.0			0.0 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			0			66.7			10			9														
		GATWICK		BRITISH AIRWAYS PLC		S A				9 0 0			33.3 55.6 0.0			0.0 0.0 0.0			0.0 11.1 0.0			0.0 0.0 0.0			38			100.0			3			6														
		GATWICK		BRITISH AIRWAYS PLC		S D				8 0 0			0.0 50.0 37.5			12.5 0.0 0.0			0.0 0.0 0.0			0.0 0.0 0.0			5			100.0			2			5														
		GATWICK		EASYJET AIRLINE COMPANY LTD		S A				46 0 1			17.0 40.4 21.3			10.6 2.1 2.1			2.1 2.1 2.1			0.0 0.0 2.1			13			62.0			24			49														
		GATWICK		EASYJET AIRLINE COMPANY LTD		S D				46 0 2			0.0 33.3 47.9			8.3 2.1 2.1			2.1 0.0 0.0			0.0 0.0 4.2			11			73.5			13			49														

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											MAR 2017			
												More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
GATWICK		VUELING AIRLINES		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
HEATHROW		BRITISH AIRWAYS PLC		S	A	34	0	1	11.4	31.4	28.6	17.1	2.9	2.9	0.0	2.9	0.0	0.0	2.9	15	87.5	6	32			
HEATHROW		BRITISH AIRWAYS PLC		S	D	34	0	1	0.0	20.0	60.0	11.4	0.0	2.9	0.0	2.9	0.0	0.0	2.9	14	93.8	5	32			
LONDON CITY		BA CITYFLYER LTD		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1				
LONDON CITY		BA CITYFLYER LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1				
LUTON		EASYJET AIRLINE COMPANY LTD		S	A	19	0	1	25.0	30.0	20.0	10.0	0.0	10.0	0.0	0.0	0.0	5.0	11	100.0	4	14				
LUTON		EASYJET AIRLINE COMPANY LTD		S	D	19	0	1	0.0	20.0	55.0	15.0	0.0	5.0	0.0	0.0	0.0	5.0	12	85.7	8	14				
LUTON		JETAIRFLY		C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0				
STANSTED		RYANAIR		S	A	56	0	2	6.9	39.7	29.3	8.6	10.3	0.0	0.0	1.7	0.0	0.0	3.4	13	88.1	9	67			
STANSTED		RYANAIR		S	D	54	0	1	0.0	0.0	27.3	25.5	30.9	10.9	1.8	0.0	1.8	0.0	1.8	39	70.1	12	67			
MANCHESTER		EASYJET AIRLINE COMPANY LTD		S	A	10	0	0	0.0	40.0	10.0	20.0	0.0	10.0	10.0	10.0	0.0	0.0	0.0	53	60.0	20	10			
MANCHESTER		EASYJET AIRLINE COMPANY LTD		S	D	10	0	0	0.0	30.0	50.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	21	90.0	9	10			
MANCHESTER		JET2.COM LTD		S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	1				
MANCHESTER		JET2.COM LTD		S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1				
SOUTHEND		CITY JET		S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	77	0.0	0	0			
<b>TOTAL PISA</b>						<b>392</b>	<b>0</b>	<b>12</b>	<b>6.2</b>	<b>28.2</b>	<b>34.9</b>	<b>12.9</b>	<b>7.7</b>	<b>4.2</b>	<b>1.2</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>3.0</b>	<b>18</b>	<b>79.6</b>	<b>11</b>	<b>410</b>			
PLOVDIV		BELFAST INTERNATIONAL		C	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3				
PLOVDIV		BELFAST INTERNATIONAL		C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	2				
PLOVDIV		STANSTED		S	A	13	0	0	23.1	30.8	38.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	7	100.0	2	10				
PLOVDIV		STANSTED		S	D	13	0	0	0.0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	10				
<b>TOTAL PLOVDIV</b>						<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>26.5</b>	<b>50.0</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>25</b>			
PODGORICA		STANSTED		S	A	9	0	0	0.0	22.2	33.3	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	43	55.6	17	9			
PODGORICA		STANSTED		S	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	20	44.4	13	9				
<b>TOTAL PODGORICA</b>						<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>22.2</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>50.0</b>	<b>15</b>	<b>18</b>			
POINTE A PITRE GUADELOUPE		GATWICK		C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	58	0.0	0	0				
<b>TOTAL POINTE A PITRE GUADELOUPE</b>						<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
POITIERS		STANSTED		S	A	10	0	1	0.0	36.4	9.1	27.3	18.2	0.0	0.0	0.0	0.0	9.1	14	72.7	10	10				

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: P																	MARCH 2017			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	RYANAIR	S	D	10	0	2	0.0	8.3	41.7	8.3	25.0	0.0	0.0	0.0	0.0	0.0	16.7	17	72.7	9	10
<b>TOTAL POITIERS</b>					<b>20</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>21.7</b>	<b>26.1</b>	<b>17.4</b>	<b>21.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>15</b>	<b>72.7</b>	<b>9</b>	<b>20</b>
PORT OF SPAIN																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	36.4	18.2	9.1	4.5	18.2	9.1	0.0	4.5	0.0	0.0	0.0	32	77.3	8	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	0.0	59.1	13.6	13.6	0.0	9.1	4.5	0.0	0.0	0.0	36	86.4	5	22
<b>TOTAL PORT OF SPAIN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>9.1</b>	<b>34.1</b>	<b>9.1</b>	<b>15.9</b>	<b>4.5</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>81.8</b>	<b>6</b>	<b>44</b>
POZNAN																						
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	11.1	11.1	33.3	0.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	28	62.5	15	8
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	0.0	33.3	0.0	22.2	33.3	11.1	0.0	0.0	0.0	0.0	50	50.0	21	8
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	20	90.0	2	10
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	80.0	6	10
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	11	0	0	18.2	27.3	27.3	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	86.7	6	15
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	11	0	0	0.0	18.2	54.5	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	11	15
	EDINBURGH	RYANAIR	S	A	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	4	9
	EDINBURGH	RYANAIR	S	D	8	0	1	0.0	0.0	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	10	88.9	4	9
	GLASGOW	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	2
	GLASGOW	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	2
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	33.3	11.1	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	35	100.0	0	12
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	12
	LUTON	WIZZ AIR	S	A	44	0	0	15.9	34.1	31.8	4.5	6.8	4.5	2.3	0.0	0.0	0.0	0.0	13	90.2	5	41
	LUTON	WIZZ AIR	S	D	44	0	0	0.0	6.8	36.4	15.9	15.9	15.9	4.5	4.5	0.0	0.0	0.0	43	75.6	14	41
	STANSTED	RYANAIR	S	A	39	0	0	10.3	41.0	17.9	15.4	12.8	0.0	0.0	2.6	0.0	0.0	0.0	18	93.5	8	31
	STANSTED	RYANAIR	S	D	39	0	0	0.0	5.1	53.8	12.8	25.6	0.0	0.0	2.6	0.0	0.0	0.0	24	90.3	6	31
<b>TOTAL POZNAN</b>					<b>258</b>	<b>0</b>	<b>1</b>	<b>6.6</b>	<b>20.8</b>	<b>37.8</b>	<b>11.6</b>	<b>13.1</b>	<b>6.2</b>	<b>1.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>23</b>	<b>84.4</b>	<b>8</b>	<b>256</b>
PRAGUE																						
	BIRMINGHAM	CSA CZECH AIRLINES	S	A	21	0	0	0.0	9.5	42.9	19.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	26	63.2	11	19
	BIRMINGHAM	CSA CZECH AIRLINES	S	D	21	0	0	0.0	4.8	38.1	19.0	19.0	9.5	4.8	0.0	4.8	0.0	0.0	77	52.6	20	19
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	1	10.0	50.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	9	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	1	0.0	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	9	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	22	0	4	11.5	30.8	7.7	19.2	7.7	3.8	0.0	3.8	0.0	0.0	15.4	27	88.9	5	18
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	22	0	4	0.0	23.1	34.6	7.7	7.7	7.7	0.0	3.8	0.0	0.0	15.4	31	88.9	6	18

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											MAR 2017			
														More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	9						
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	8	9						
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	2	10.0	25.0	40.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	10	84.2	10	19							
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	2	0.0	35.0	50.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	3	84.2	10	19							
EDINBURGH	RYANAIR	S	A	14	0	1	0.0	13.3	20.0	46.7	6.7	6.7	0.0	0.0	0.0	0.0	6.7	24	0.0	0	0							
EDINBURGH	RYANAIR	S	D	14	0	1	0.0	6.7	33.3	26.7	20.0	0.0	6.7	0.0	0.0	0.0	6.7	29	0.0	0	0							
GLASGOW	JET2.COM LTD	S	A	9	0	1	20.0	30.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	6	88.9	11	9							
GLASGOW	JET2.COM LTD	S	D	8	0	1	0.0	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	2	88.9	6	9							
LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	1	0.0	50.0	0.0	20.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	34	100.0	2	9							
LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	1	0.0	11.1	55.6	11.1	0.0	0.0	0.0	11.1	0.0	0.0	11.1	34	100.0	1	9							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	0.0	29.4	41.2	11.8	11.8	0.0	5.9	0.0	0.0	0.0	0.0	15	50.0	11	4							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	41.2	47.1	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	11	4							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	9.7	32.3	19.4	8.1	19.4	8.1	0.0	3.2	0.0	0.0	0.0	26	91.9	3	62							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	0.0	9.7	51.6	17.7	9.7	8.1	1.6	1.6	0.0	0.0	0.0	23	82.3	9	62							
GATWICK	SMARTWINGS	S	A	10	0	3	0.0	23.1	23.1	7.7	0.0	15.4	0.0	7.7	0.0	0.0	23.1	38	88.2	4	51							
GATWICK	SMARTWINGS	S	D	10	0	2	0.0	25.0	8.3	8.3	16.7	16.7	0.0	8.3	0.0	0.0	16.7	47	84.3	7	51							
HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	1	20.8	40.8	20.0	7.2	8.0	0.8	1.6	0.0	0.0	0.0	0.8	9	94.4	3	125							
HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	1	0.0	37.6	44.8	5.6	7.2	2.4	0.8	0.8	0.0	0.0	0.8	11	87.2	6	125							
LONDON CITY	BA CITYFLYER LTD	S	A	25	0	1	15.4	42.3	30.8	3.8	0.0	3.8	0.0	0.0	0.0	0.0	3.8	7	0.0	0	0							
LONDON CITY	BA CITYFLYER LTD	S	D	25	0	1	0.0	50.0	30.8	11.5	0.0	3.8	0.0	0.0	0.0	0.0	3.8	9	0.0	0	0							
LUTON	WIZZ AIR	S	A	27	0	1	14.3	10.7	28.6	10.7	21.4	3.6	0.0	7.1	0.0	0.0	3.6	34	93.8	5	32							
LUTON	WIZZ AIR	S	D	26	0	1	0.0	18.5	11.1	18.5	22.2	14.8	3.7	7.4	0.0	0.0	3.7	48	87.5	7	32							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	7.3	34.1	17.1	17.1	14.6	4.9	4.9	0.0	0.0	0.0	0.0	22	90.7	5	43							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	0.0	19.5	46.3	19.5	7.3	0.0	7.3	0.0	0.0	0.0	0.0	20	90.7	5	43							
STANSTED	RYANAIR	S	A	73	0	2	18.7	32.0	26.7	5.3	8.0	6.7	0.0	0.0	0.0	0.0	2.7	12	89.2	14	37							
STANSTED	RYANAIR	S	D	73	0	2	0.0	8.0	34.7	30.7	16.0	6.7	1.3	0.0	0.0	0.0	2.7	25	89.2	7	37							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	6.3	18.8	18.8	18.8	21.9	6.3	6.3	0.0	3.1	0.0	0.0	48	70.4	20	27							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	25.8	38.7	6.5	16.1	6.5	3.2	0.0	3.2	0.0	0.0	38	70.4	20	27							

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: P																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m	15 m to 1 m	0 m to 15 m	16 m to 30 m	31 m to 60 m	61 m to 120 m	121 m to 180 m	181 m to 360 m	More than 360 m	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	m late	m late	m late	m late	m late	late						
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	0.0	38.9	44.4	5.6	5.6	0.0	0.0	5.6	0.0	0.0	0.0	19	88.9	6	18
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	27.8	61.1	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	17	88.9	4	18
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22.2	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	55.6	29	9
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	29	9
	SOUTHEND	STOBART AIR	S	A	23	0	1	4.2	45.8	25.0	4.2	0.0	4.2	0.0	12.5	0.0	0.0	4.2	38	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	24	0	0	0.0	33.3	41.7	8.3	4.2	0.0	0.0	12.5	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL PRAGUE</b>					<b>1140</b>	<b>0</b>	<b>36</b>	<b>6.0</b>	<b>28.7</b>	<b>32.2</b>	<b>11.7</b>	<b>10.3</b>	<b>4.4</b>	<b>1.4</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>3.1</b>	<b>21</b>	<b>86.4</b>	<b>7</b>	<b>982</b>
PRESTWICK																						
	CARDIFF WALES	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	77	1
	CARDIFF WALES	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	29	2
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	161	1
<b>TOTAL PRESTWICK</b>					<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>20.0</b>	<b>60</b>	<b>5</b>
PRISTINA																						
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5
	GATWICK	GERMANIA FLUGGESELLSCHAFT	S	D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	80.0	7	5
	LUTON	WIZZ AIR	S	A	10	0	0	0.0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	LUTON	WIZZ AIR	S	D	10	0	0	0.0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
<b>TOTAL PRISTINA</b>					<b>20</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>27.3</b>	<b>31.8</b>	<b>31.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>25</b>	<b>90.0</b>	<b>4</b>	<b>10</b>
PROVIDENCE																						
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	A	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	D	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	1	0.0	50.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	4	0.0	0	0
<b>TOTAL PROVIDENCE</b>					<b>22</b>	<b>0</b>	<b>1</b>	<b>39.1</b>	<b>30.4</b>	<b>13.0</b>	<b>4.3</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PROVIDENCIALES																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	55.6	33.3	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	13	88.9	5	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	11.1	44.4	22.2	0.0	11.1	0.0	11.1	0.0	0.0	0.0	36	77.8	13	9
<b>TOTAL PROVIDENCIALES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>83.3</b>	<b>9</b>	<b>18</b>
PUERTO PLATA																						
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	103	75.0	9	4

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	25.0	24	4
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	34	100.0	2	4	
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	18	100.0	11	4	
<b>TOTAL PUERTO PLATA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>18.8</b>	<b>43.8</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>75.0</b>	<b>11</b>	<b>16</b>
PUERTO VALLARTA																						
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	25	60.0	10	5	
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	19	60.0	17	5	
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	36	25.0	20	4	
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	42	100.0	4	5	
<b>TOTAL PUERTO VALLARTA</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>55.0</b>	<b>10.0</b>	<b>10.0</b>	<b>15.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>63.2</b>	<b>12</b>	<b>19</b>	
PULA																						
	STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	25	2	
	STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	24	2	
<b>TOTAL PULA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>24</b>	<b>4</b>	
PUNTA CANA																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	9	5	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	65	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	15.4	38.5	7.7	23.1	7.7	0.0	7.7	0.0	0.0	0.0	19	90.0	4	10	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	30.8	15.4	15.4	0.0	7.7	0.0	0.0	0.0	24	88.9	4	9	
	GATWICK	TUI AIRWAYS LTD	C	A	9	0	0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	19	9	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	9	60.0	25	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	44.4	11.1	22.2	0.0	11.1	0.0	0.0	0.0	32	88.9	3	9	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	11.1	33.3	0.0	0.0	11.1	0.0	0.0	42	77.8	8	9	
<b>TOTAL PUNTA CANA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>20.3</b>	<b>34.4</b>	<b>15.6</b>	<b>14.1</b>	<b>0.0</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>77.0</b>	<b>11</b>	<b>74</b>	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
QINGDAO	HEATHROW	BEIJING CAPITAL AIRLINES	S	A	9	0	0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	9	0	0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL QINGDAO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
QUIMPER	STANSTED	TRADE AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1	
<b>TOTAL QUIMPER</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>30</b>	<b>1</b>	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: R												MARCH 2017									
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
RABAT																											
	GATWICK	ROYAL AIR MAROC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	8					
	GATWICK	ROYAL AIR MAROC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	8					
	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	22.2	33.3	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	100.0	8	1					
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	100.0	0	1					
	STANSTED	RYANAIR	S	A	14	0	0	7.1	21.4	35.7	14.3	14.3	0.0	7.1	0.0	0.0	0.0	0.0	21	69.2	22	13					
	STANSTED	RYANAIR	S	D	14	0	0	0.0	7.1	50.0	28.6	7.1	0.0	7.1	0.0	0.0	0.0	0.0	23	100.0	5	13					
<b>TOTAL RABAT</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>26.1</b>	<b>37.0</b>	<b>13.0</b>	<b>6.5</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>81.8</b>	<b>12</b>	<b>44</b>					
RALEIGH																											
	HEATHROW	AMERICAN AIRLINES	S	A	30	0	1	6.5	48.4	25.8	9.7	3.2	3.2	0.0	0.0	0.0	0.0	3.2	7	83.9	14	31					
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	54.8	29.0	12.9	0.0	3.2	0.0	0.0	0.0	0.0	0.0	7	87.1	13	31					
<b>TOTAL RALEIGH</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>51.6</b>	<b>27.4</b>	<b>11.3</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>7</b>	<b>85.5</b>	<b>13</b>	<b>62</b>					
RENNES																											
	GATWICK	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	0	12					
	GATWICK	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	0	12					
	STANSTED	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1					
	SOUTHAMPTON	FLYBE LTD	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	3					
	SOUTHAMPTON	FLYBE LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	14	3					
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	102	0.0	0	0					
	SOUTHEND	STOBART AIR	S	A	36	0	2	21.1	39.5	15.8	0.0	5.3	2.6	0.0	5.3	5.3	0.0	5.3	44	97.9	1	46					
	SOUTHEND	STOBART AIR	S	D	36	0	1	5.4	54.1	27.0	0.0	2.7	0.0	2.7	2.7	2.7	0.0	2.7	24	93.6	2	45					
<b>TOTAL RENNES</b>					<b>79</b>	<b>0</b>	<b>3</b>	<b>12.2</b>	<b>46.3</b>	<b>23.2</b>	<b>0.0</b>	<b>3.7</b>	<b>2.4</b>	<b>1.2</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>32</b>	<b>94.5</b>	<b>2</b>	<b>122</b>					
REUS																											
	BIRMINGHAM	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	13	2					
	BIRMINGHAM	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	2					
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	164	0.0	0	0					
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0					
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	9	2					
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	2					
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	2					
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: R																	MAR 2017				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
		-----							-----										-----				
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	STANSTED	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	134	0.0	0	0	
	STANSTED	RYANAIR	S	A	9	0	1	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	6	77.8	12	9	
	STANSTED	RYANAIR	S	D	10	0	0	0.0	10.0	50.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	5	9	
<b>TOTAL REUS</b>					<b>38</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>17.9</b>	<b>48.7</b>	<b>15.4</b>	<b>5.1</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>17</b>	<b>86.7</b>	<b>6</b>	<b>30</b>	
REYKJAVIK																							
	ABERDEEN	ICELANDAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	42	1	
<b>TOTAL REYKJAVIK</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>42</b>	<b>1</b>	
RHODES																							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	7	1	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	1	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	0	1	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	0	1	
	STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	19	1	
	STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	13	1	
	MANCHESTER	TUI AIRWAYS LTD	C	D	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	138	100.0	0	1	
<b>TOTAL RHODES</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>6.7</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.8</b>	<b>5</b>	<b>8</b>	
RIGA																							
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	10	0	0	20.0	60.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	8	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	10	0	0	0.0	30.0	50.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	87.5	5	8	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	38.5	38.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	5	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	15.4	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	14	
	GLASGOW	RYANAIR	S	A	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	12	6	
	GLASGOW	RYANAIR	S	D	6	0	0	0.0	83.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	6	
	LEEDS BRADFORD	RYANAIR	S	A	6	0	3	11.1	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	33.3	6	88.9	5	9	
	LEEDS BRADFORD	RYANAIR	S	D	7	0	2	0.0	22.2	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22.2	12	100.0	1	9	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	6	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	9	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: R										PERCENTAGE OF FLIGHTS LATE				MAR 2017								
										NUMBER OF FLIGHTS																						
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat					
LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	18	9											
GATWICK	AIR BALTIC	S	A	45	0	0	15.6	48.9	24.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.8	10	33											
GATWICK	AIR BALTIC	S	D	45	0	0	0.0	24.4	55.6	13.3	4.4	0.0	2.2	0.0	0.0	0.0	0.0	10	42.4	23	33											
LUTON	WIZZ AIR	S	A	51	0	0	17.6	41.2	19.6	5.9	5.9	5.9	3.9	0.0	0.0	0.0	0.0	15	95.2	3	42											
LUTON	WIZZ AIR	S	D	51	0	1	0.0	15.4	42.3	15.4	13.5	3.8	7.7	0.0	0.0	0.0	1.9	27	81.0	8	42											
STANSTED	RYANAIR	S	A	62	0	0	11.3	32.3	25.8	11.3	14.5	4.8	0.0	0.0	0.0	0.0	0.0	14	82.3	10	61											
STANSTED	RYANAIR	S	D	62	0	0	0.0	11.3	51.6	24.2	11.3	1.6	0.0	0.0	0.0	0.0	0.0	15	85.5	7	62											
MANCHESTER	RYANAIR	S	A	11	0	0	9.1	27.3	27.3	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	14	91.7	7	12											
MANCHESTER	RYANAIR	S	D	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	12											
<b>TOTAL RIGA</b>				<b>420</b>	<b>0</b>	<b>6</b>	<b>7.0</b>	<b>29.6</b>	<b>37.1</b>	<b>13.1</b>	<b>7.3</b>	<b>2.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>13</b>	<b>82.6</b>	<b>8</b>	<b>390</b>											
RIMINI																																
STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	95	0.0	0	0											
STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	75	0.0	0	0											
<b>TOTAL RIMINI</b>				<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>85</b>	<b>0.0</b>	<b>0</b>	<b>0</b>											
RIO DE JANEIRO (GALEAO)																																
HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	16.0	36.0	28.0	8.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	10	65.0	15	20											
HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	20.0	56.0	4.0	12.0	8.0	0.0	0.0	0.0	0.0	0.0	15	52.4	16	21											
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>				<b>50</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>28.0</b>	<b>42.0</b>	<b>6.0</b>	<b>10.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>58.5</b>	<b>16</b>	<b>41</b>											
RIYADH																																
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	25.8	22.6	3.2	12.9	3.2	0.0	0.0	3.2	0.0	0.0	57	87.1	5	31											
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	48.4	16.1	16.1	12.9	0.0	0.0	0.0	0.0	0.0	24	90.3	9	31											
HEATHROW	SAUDI ARABIAN AIRLINES	S	A	29	0	0	0.0	17.2	17.2	31.0	27.6	6.9	0.0	0.0	0.0	0.0	0.0	25	54.8	22	31											
HEATHROW	SAUDI ARABIAN AIRLINES	S	D	29	0	0	0.0	34.5	48.3	10.3	3.4	3.4	0.0	0.0	0.0	0.0	0.0	10	90.3	5	31											
LUTON	AIR HAMBURG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1											
<b>TOTAL RIYADH</b>				<b>120</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>20.8</b>	<b>34.2</b>	<b>15.0</b>	<b>15.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>80.8</b>	<b>10</b>	<b>125</b>											
ROME (CIAMPINO)																																
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	76.5	9	17											
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	3	0	0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	150	82.4	8	17											
EDINBURGH	RYANAIR	S	A	17	0	1	0.0	22.2	44.4	11.1	5.6	11.1	0.0	0.0	0.0	0.0	5.6	17	81.8	7	22											
EDINBURGH	RYANAIR	S	D	17	0	1	5.6	16.7	55.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	5.6	9	86.4	4	22											
GATWICK	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0											
LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1											

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	RYANAIR	S	A	151	0	1	7.2	22.4	36.8	12.5	14.5	4.6	0.7	0.0	0.7	0.0	0.7	19	80.0	16	155
	STANSTED	RYANAIR	S	D	151	0	1	0.0	0.7	34.2	19.7	30.9	11.2	2.6	0.0	0.0	0.0	0.7	34	61.3	17	155
	MANCHESTER	RYANAIR	S	A	37	0	0	0.0	32.4	32.4	21.6	13.5	0.0	0.0	0.0	0.0	0.0	0.0	12	85.4	8	41
	MANCHESTER	RYANAIR	S	D	37	0	0	0.0	18.9	73.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	95.1	4	41
<b>TOTAL ROME (CIAMPINO)</b>					<b>417</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>14.7</b>	<b>39.9</b>	<b>15.2</b>	<b>18.5</b>	<b>6.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>23</b>	<b>76.0</b>	<b>13</b>	<b>471</b>
ROME (FIUMICINO)	BIRMINGHAM	JET2.COM LTD	S	A	10	0	1	0.0	36.4	27.3	9.1	9.1	0.0	0.0	9.1	0.0	0.0	9.1	32	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	10	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	14
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	14
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	28	0	3	12.9	38.7	16.1	6.5	6.5	6.5	3.2	0.0	0.0	0.0	9.7	17	77.4	17	31
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	28	0	3	0.0	22.6	41.9	9.7	6.5	6.5	3.2	0.0	0.0	0.0	9.7	19	71.0	20	31
	CARDIFF WALES	FLYBE LTD	S	A	7	0	1	0.0	0.0	62.5	12.5	12.5	0.0	0.0	0.0	0.0	12.5	14	100.0	14	1	
	CARDIFF WALES	FLYBE LTD	S	D	7	0	1	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	4	100.0	0	1	
	EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	EDINBURGH	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44	0.0	0	0
	EDINBURGH	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	EDINBURGH	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	EDINBURGH	RYANAIR	S	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
	EDINBURGH	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	83	0.0	0	0
	EDINBURGH	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	EDINBURGH	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8
	EDINBURGH	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	19	8
	GLASGOW	JET2.COM LTD	S	A	11	0	1	33.3	25.0	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	7	88.9	9	9
	GLASGOW	JET2.COM LTD	S	D	10	0	1	0.0	63.6	27.3	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0	88.9	3	9	
	GLASGOW	TRANSVIA	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	GLASGOW	TRANSVIA	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	2	20.0	20.0	0.0	10.0	0.0	20.0	0.0	10.0	0.0	0.0	20.0	64	88.9	4	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	1	0.0	44.4	11.1	0.0	0.0	22.2	0.0	11.1	0.0	0.0	11.1	61	100.0	1	9

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: R												MAR 2017									
						NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	25	0	0	0.0	44.0	44.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	5	6						
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	25	0	0	0.0	12.0	88.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	5	6						
GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	1	16.7	36.7	16.7	10.0	10.0	6.7	0.0	0.0	0.0	0.0	3.3	14	90.0	5	30						
GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	1	0.0	33.3	40.0	10.0	10.0	3.3	0.0	0.0	0.0	0.0	3.3	12	83.9	7	30						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	107	0	1	8.3	36.1	25.9	9.3	10.2	8.3	0.0	0.9	0.0	0.0	0.9	17	75.0	13	116						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	107	0	1	0.0	27.8	52.8	7.4	6.5	4.6	0.0	0.0	0.0	0.0	0.9	11	87.1	8	116						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	25	21						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	17	21						
GATWICK	VUELING AIRLINES	S	A	57	0	0	19.3	50.9	15.8	3.5	7.0	3.5	0.0	0.0	0.0	0.0	0.0	7	84.3	6	50						
GATWICK	VUELING AIRLINES	S	D	57	0	0	0.0	33.3	38.6	10.5	7.0	8.8	1.8	0.0	0.0	0.0	0.0	17	62.7	19	50						
HEATHROW	ALITALIA (CAI)	S	A	99	0	1	26.0	37.0	26.0	6.0	2.0	2.0	0.0	0.0	0.0	0.0	1.0	5	87.9	6	91						
HEATHROW	ALITALIA (CAI)	S	D	99	0	1	0.0	30.0	44.0	13.0	10.0	2.0	0.0	0.0	0.0	0.0	1.0	11	85.9	9	92						
HEATHROW	BRITISH AIRWAYS PLC	S	A	179	0	6	15.1	25.9	28.1	13.5	9.2	2.2	2.2	0.5	0.0	0.0	3.2	15	81.3	11	155						
HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	5	0.0	21.6	49.2	11.4	9.7	4.3	0.5	0.5	0.0	0.0	2.7	15	83.9	7	155						
LONDON CITY	ALITALIA (CAI)	S	A	20	0	0	15.0	45.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.8	14	26						
LONDON CITY	ALITALIA (CAI)	S	D	21	0	0	0.0	47.6	28.6	19.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	23	50.0	26	26						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	3	4.9	34.1	22.0	12.2	2.4	12.2	4.9	0.0	0.0	0.0	7.3	24	75.9	9	29						
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	2	0.0	22.5	47.5	5.0	5.0	12.5	2.5	0.0	0.0	0.0	5.0	22	83.3	13	30						
LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	10						
LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	10						
STANSTED	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0						
MANCHESTER	ALITALIA (CAI)	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0						
MANCHESTER	JET2.COM LTD	S	A	18	0	1	52.6	21.1	15.8	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	13	88.9	14	18						
MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	27.8	55.6	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	83.3	8	18						
MANCHESTER	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	9						
MANCHESTER	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	16	9						
NEWCASTLE	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0						

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: R																		MAR 2017			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1295</b>	<b>0</b>	<b>37</b>	<b>7.8</b>	<b>30.2</b>	<b>36.8</b>	<b>9.4</b>	<b>7.1</b>	<b>4.5</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>14</b>	<b>81.2</b>	<b>11</b>	<b>1268</b>	
ROSTOV																							
	MANCHESTER	AERONEXUS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
	MANCHESTER	AERONEXUS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ROSTOV</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>	
ROTTERDAM																							
	GATWICK	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	LONDON CITY	BA CITYFLYER LTD	S	A	150	0	8	5.1	57.6	19.0	7.0	2.5	2.5	0.0	1.3	0.0	0.0	5.1	10	86.6	10	112	
	LONDON CITY	BA CITYFLYER LTD	S	D	149	0	8	0.0	58.0	19.1	9.6	3.2	3.2	1.3	0.6	0.0	0.0	5.1	11	73.5	16	113	
	LONDON CITY	CITY JET	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.6	15	85	
	LONDON CITY	CITY JET	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	79.8	16	84	
	STANSTED	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	1	
<b>TOTAL ROTTERDAM</b>					<b>300</b>	<b>0</b>	<b>16</b>	<b>2.5</b>	<b>57.6</b>	<b>19.3</b>	<b>8.2</b>	<b>2.8</b>	<b>2.8</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>10</b>	<b>82.3</b>	<b>14</b>	<b>396</b>	
ROVANIEMI																							
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	10	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	7	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.7	6	7	
<b>TOTAL ROVANIEMI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>55.0</b>	<b>15.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>85.7</b>	<b>6</b>	<b>14</b>	
RYGGE																							
	GATWICK	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	
<b>TOTAL RYGGE</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RZESZOW																							
	BRISTOL	RYANAIR	S	A	8	0	1	0.0	22.2	44.4	0.0	0.0	22.2	0.0	0.0	0.0	0.0	11.1	27	88.9	7	9	
	BRISTOL	RYANAIR	S	D	8	0	1	0.0	33.3	33.3	0.0	0.0	11.1	11.1	0.0	0.0	0.0	11.1	26	100.0	4	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	11	0	2	0.0	0.0	61.5	23.1	0.0	0.0	0.0	0.0	0.0	0.0	15.4	12	100.0	1	12	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	11	0	2	0.0	7.7	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15.4	9	100.0	2	12	
	LUTON	RYANAIR	S	A	14	0	0	7.1	7.1	35.7	28.6	7.1	7.1	7.1	0.0	0.0	0.0	0.0	26	92.3	3	13	
	LUTON	RYANAIR	S	D	14	0	0	0.0	7.1	78.6	0.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	18	92.3	8	13	
	STANSTED	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
	STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	STANSTED	RYANAIR	S	A	26	0	1	11.1	25.9	25.9	22.2	7.4	3.7	0.0	0.0	0.0	0.0	3.7	13	88.5	6	26	
	STANSTED	RYANAIR	S	D	25	0	1	0.0	7.7	53.8	23.1	11.5	0.0	0.0	0.0	0.0	0.0	3.8	14	92.3	6	26	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	0.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	75	88.9	5	9	
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	12.5	50.0	0.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	41	88.9	8	9	
<b>TOTAL RZESZOW</b>					<b>135</b>	<b>0</b>	<b>8</b>	<b>2.8</b>	<b>13.3</b>	<b>48.3</b>	<b>14.7</b>	<b>5.6</b>	<b>5.6</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>21</b>	<b>92.8</b>	<b>5</b>	<b>139</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: S																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
		-----							-----										-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
SAINT JOHN AIRPORT																						
	LUTON	Unknown	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL SAINT JOHN AIRPORT</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
SALONIKA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	7	0	0	0.0	57.1	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	75.0	14	24
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	7	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	12	24
	STANSTED	RYANAIR	S	A	22	0	2	0.0	8.3	41.7	20.8	12.5	4.2	4.2	0.0	0.0	0.0	8.3	24	70.8	13	24
	STANSTED	RYANAIR	S	D	24	0	1	0.0	0.0	68.0	8.0	4.0	4.0	12.0	0.0	0.0	0.0	4.0	31	95.7	6	23
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	17	10
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	15	10
<b>TOTAL SALONIKA</b>					<b>72</b>	<b>0</b>	<b>3</b>	<b>1.3</b>	<b>16.0</b>	<b>53.3</b>	<b>10.7</b>	<b>5.3</b>	<b>4.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>20</b>	<b>79.0</b>	<b>12</b>	<b>119</b>
SALT LAKE CITY																						
	HEATHROW	DELTA AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.2	4	42
	HEATHROW	DELTA AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	95.3	3	43
<b>TOTAL SALT LAKE CITY</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>95.3</b>	<b>3</b>	<b>85</b>
SALZBURG																						
	BELFAST CITY (GEORGE BEST)	AER LINGUS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3
	BELFAST CITY (GEORGE BEST)	AER LINGUS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	C	A	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	178	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	55	0.0	0	0
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	5	0	0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	67	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	7	0	1	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0	0.0	0	0
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	6	0	1	0.0	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	2	0.0	0	0
	BIRMINGHAM	GERMANWINGS	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late								
BIRMINGHAM	JET2.COM LTD	S A	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0		
BIRMINGHAM	JET2.COM LTD	S D	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0		
BIRMINGHAM	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
BIRMINGHAM	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4		
BIRMINGHAM	TUI AIRWAYS LTD	C A	5	0	0	0.0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	1	3			
BIRMINGHAM	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	15	2			
BIRMINGHAM	TUI AIRWAYS LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	7	0	2	22.2	22.2	11.1	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	22.2	31	62.5	31	8			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	7	0	2	0.0	22.2	22.2	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	22.2	39	62.5	33	8			
BRISTOL	TUI AIRWAYS LTD	C A	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	56	100.0	1	2			
BRISTOL	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	90	0.0	36	1			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	52	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	28	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	2	0	0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	60	100.0	0	2			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	149	100.0	0	1			
EDINBURGH	BA CITYFLYER LTD	C A	5	0	0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	54	0.0	0	0			
EDINBURGH	BA CITYFLYER LTD	C D	5	0	0	0.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	61	0.0	0	0			
EDINBURGH	JET2.COM LTD	S A	5	0	0	20.0	40.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	46	75.0	8	4			
EDINBURGH	JET2.COM LTD	S D	5	0	0	0.0	20.0	40.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	58	25.0	18	4			
GLASGOW	TUI AIRWAYS LTD	C A	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	114	100.0	0	1			
GLASGOW	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	257	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S A	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	4			
LEEDS BRADFORD	JET2.COM LTD	S D	5	0	0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	4			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	8	4			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	4			
GATWICK	BRITISH AIRWAYS PLC	C A	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	6	4			
GATWICK	BRITISH AIRWAYS PLC	C D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	50.0	18	4			
GATWICK	BRITISH AIRWAYS PLC	S A	40	0	0	15.0	60.0	10.0	7.5	5.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	4	40			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	BRITISH AIRWAYS PLC	S D	40	0	0	0.0	45.0	40.0	0.0	7.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	11	90.0	6	40
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	21	0	0	38.1	23.8	14.3	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	9	78.9	6	19	
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	21	0	0	0.0	28.6	52.4	4.8	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	78.9	8	19	
GATWICK	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
GATWICK	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	5	4	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	13	4	
GATWICK	TUI AIRWAYS LTD	C A	7	0	0	0.0	28.6	42.9	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	36	100.0	1	6	
GATWICK	TUI AIRWAYS LTD	C D	6	0	0	0.0	33.3	50.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	33	80.0	9	5	
HEATHROW	BRITISH AIRWAYS PLC	S A	16	0	0	6.3	18.8	37.5	6.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	20	85.7	5	7	
HEATHROW	BRITISH AIRWAYS PLC	S D	16	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	3	7	
HEATHROW	EUROWINGS LUFTVERKEHRS	S A	8	0	1	11.1	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5	0.0	0	0	
HEATHROW	EUROWINGS LUFTVERKEHRS	S D	8	0	1	0.0	0.0	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5	0.0	0	0	
LUTON	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	85.7	13	7	
LUTON	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	85.7	7	7	
LUTON	TUI AIRWAYS LTD	C A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	2	
LUTON	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	10	1	
STANSTED	EUROWINGS LUFTVERKEHRS	S A	16	0	1	29.4	58.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	5.9	3	0.0	0	0	
STANSTED	EUROWINGS LUFTVERKEHRS	S D	16	0	1	0.0	64.7	23.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	5.9	8	0.0	0	0	
STANSTED	JET2.COM LTD	S A	8	0	0	12.5	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
STANSTED	JET2.COM LTD	S D	8	0	0	0.0	25.0	37.5	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	25	0.0	0	0	
STANSTED	RYANAIR	S A	26	0	0	0.0	23.1	38.5	11.5	23.1	3.8	0.0	0.0	0.0	0.0	0.0	20	70.4	11	26	
STANSTED	RYANAIR	S D	26	0	0	0.0	7.7	61.5	11.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	17	84.6	6	26	
STANSTED	TUI AIRWAYS LTD	C A	3	0	0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	62	100.0	2	2	
STANSTED	TUI AIRWAYS LTD	C D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	1	
MANCHESTER	BRITISH AIRWAYS PLC	S A	5	0	0	60.0	20.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
MANCHESTER	BRITISH AIRWAYS PLC	S D	5	0	0	0.0	0.0	60.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	50	0.0	0	0	
MANCHESTER	EUROWINGS LUFTVERKEHRS	S A	7	0	0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: S																	MARCH 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								9.6	31.4	30.6	9.4	8.0	4.7	1.8	2.0	0.0	0.0	2.5	20	82.7	8	340
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	6	0	1	0.0	14.3	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14.3	5	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	22.2	33.3	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	100.0	1	8
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	5	8
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	42.9	14.3	0.0	14.3	14.3	0.0	0.0	0.0	0.0	33	83.3	6	6
	MANCHESTER	TUI AIRWAYS LTD	C	D	6	0	0	0.0	0.0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	59	50.0	22	4
	NEWCASTLE	TUI AIRWAYS LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	77	100.0	0	1
	NEWCASTLE	TUI AIRWAYS LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	180	0.0	0	0
<b>TOTAL SALZBURG</b>					<b>497</b>	<b>0</b>	<b>13</b>	<b>9.6</b>	<b>31.4</b>	<b>30.6</b>	<b>9.4</b>	<b>8.0</b>	<b>4.7</b>	<b>1.8</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>20</b>	<b>82.7</b>	<b>8</b>	<b>340</b>
SAN DIEGO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	22.6	29.0	12.9	19.4	6.5	0.0	0.0	0.0	0.0	0.0	20	77.4	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	51.6	12.9	12.9	0.0	6.5	0.0	0.0	0.0	0.0	23	87.1	9	31
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>19.4</b>	<b>40.3</b>	<b>12.9</b>	<b>16.1</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>82.3</b>	<b>9</b>	<b>62</b>
SAN FRANCISCO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	14.5	35.5	17.7	12.9	8.1	6.5	1.6	3.2	0.0	0.0	0.0	21	75.8	10	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	14.5	38.7	19.4	16.1	8.1	1.6	1.6	0.0	0.0	0.0	25	77.4	13	62
	HEATHROW	UNITED AIRLINES	S	A	61	0	0	24.6	39.3	27.9	4.9	0.0	1.6	1.6	0.0	0.0	0.0	0.0	7	83.9	17	62
	HEATHROW	UNITED AIRLINES	S	D	61	0	0	0.0	60.7	24.6	4.9	4.9	4.9	0.0	0.0	0.0	0.0	0.0	9	83.9	17	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	53	0	1	22.2	29.6	27.8	7.4	3.7	3.7	3.7	0.0	0.0	0.0	1.9	15	88.9	4	54
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	54	0	1	0.0	47.3	32.7	5.5	5.5	5.5	1.8	0.0	0.0	0.0	1.8	12	86.8	6	53
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
<b>TOTAL SAN FRANCISCO</b>					<b>353</b>	<b>0</b>	<b>2</b>	<b>10.1</b>	<b>37.7</b>	<b>28.2</b>	<b>9.3</b>	<b>6.5</b>	<b>5.1</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>82.7</b>	<b>11</b>	<b>358</b>
SAN JOSE																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	16.1	32.3	25.8	9.7	12.9	0.0	0.0	0.0	0.0	0.0	3.2	10	73.3	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	32.3	45.2	6.5	6.5	6.5	0.0	0.0	0.0	0.0	3.2	12	86.7	7	30
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<b>TOTAL SAN JOSE</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>32.3</b>	<b>35.5</b>	<b>8.1</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>11</b>	<b>80.3</b>	<b>8</b>	<b>61</b>
SAN JOSE COST RICA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	25.0	8.3	16.7	8.3	16.7	16.7	0.0	8.3	0.0	0.0	0.0	40	53.8	20	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	38.5	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	31	83.3	16	12
<b>TOTAL SAN JOSE COST RICA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>16.0</b>	<b>28.0</b>	<b>12.0</b>	<b>12.0</b>	<b>12.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>68.0</b>	<b>18</b>	<b>25</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: S																	MAR 2017				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
SAN JUAN (PUERTO RICO)																							
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	4	8	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	8	
<b>TOTAL SAN JUAN (PUERTO RICO)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>68.8</b>	<b>12</b>	<b>16</b>	
SANDEFJORD(TORP)																							
	STANSTED	RYANAIR	S	A	14	0	0	0.0	14.3	42.9	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	1	4	
	STANSTED	RYANAIR	S	D	14	0	0	0.0	7.1	64.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	6	4	
	MANCHESTER	RYANAIR	S	A	18	0	0	11.1	33.3	38.9	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	94.1	4	17	
	MANCHESTER	RYANAIR	S	D	18	0	0	0.0	22.2	50.0	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	15	94.4	5	18	
<b>TOTAL SANDEFJORD (TORP)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>20.3</b>	<b>48.4</b>	<b>15.6</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>95.3</b>	<b>4</b>	<b>43</b>	
SANFORD																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	1	
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	1	
<b>TOTAL SANFORD</b>					<b>11</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>8.3</b>	<b>66.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
SANTA CRUZ DE LA PALMA																							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	14	8	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	22	8	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	23	70.0	31	9	
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	100.0	6	9	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	22.2	33.3	11.1	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	23	100.0	0	9	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	100.0	4	9	
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>37.0</b>	<b>39.1</b>	<b>4.3</b>	<b>4.3</b>	<b>6.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.9</b>	<b>13</b>	<b>52</b>	
SANTANDER																							
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	11	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	88.9	9	9	
	STANSTED	RYANAIR	S	A	20	0	1	4.8	28.6	38.1	9.5	9.5	4.8	0.0	0.0	0.0	0.0	4.8	12	81.8	21	21	
	STANSTED	RYANAIR	S	D	21	0	1	0.0	9.1	59.1	13.6	13.6	0.0	0.0	0.0	0.0	0.0	4.5	14	72.7	16	22	
<b>TOTAL SANTANDER</b>					<b>57</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>22.0</b>	<b>44.1</b>	<b>13.6</b>	<b>11.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>14</b>	<b>79.4</b>	<b>16</b>	<b>62</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: S																	MAR 2017				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
		-----							-----										-----				
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
SANTIAGO DE CHILE																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	3	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	27.8	55.6	5.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	88.2	5	17	
<b>TOTAL SANTIAGO DE CHILE</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>30.6</b>	<b>38.9</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.2</b>	<b>4</b>	<b>34</b>	
SANTIAGO DE COMPOSTELA (SPAIN)																							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	72	100.0	0	1	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	78	100.0	0	1	
	GATWICK	VUELING AIRLINES	S	A	10	0	0	20.0	40.0	30.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10	85.7	12	14	
	GATWICK	VUELING AIRLINES	S	D	10	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10	85.7	21	14	
	STANSTED	RYANAIR	S	A	16	0	0	0.0	50.0	43.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	87.5	4	16	
	STANSTED	RYANAIR	S	D	16	0	0	0.0	0.0	31.3	43.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	30	75.0	20	16	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>30.4</b>	<b>12.5</b>	<b>8.9</b>	<b>5.4</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.9</b>	<b>14</b>	<b>62</b>	
SAO PAULO (GUARULHOS)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	38.7	32.3	19.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	0.0	9.4	53.1	12.5	15.6	3.1	6.3	0.0	0.0	0.0	0.0	26	90.3	7	31	
	HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	29.0	32.3	19.4	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	77.4	8	31	
	HEATHROW	TAM LINHAS AEREAS	S	D	32	0	0	0.0	46.9	28.1	6.3	9.4	3.1	3.1	0.0	3.1	0.0	0.0	58	83.3	7	30	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>30.2</b>	<b>30.2</b>	<b>9.5</b>	<b>8.7</b>	<b>1.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>87.8</b>	<b>6</b>	<b>123</b>	
SATU MARE																							
	LUTON	WIZZ AIR	S	A	8	0	0	0.0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	6	9	
	LUTON	WIZZ AIR	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9	
<b>TOTAL SATU MARE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
SCATSTA																							
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	5	
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	14	5	
<b>TOTAL SCATSTA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>70.0</b>	<b>15</b>	<b>10</b>	
SEATTLE (TACOMA)																							
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	16	0	0	56.3	6.3	31.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	15	0	0	0.0	6.7	46.7	20.0	13.3	6.7	6.7	0.0	0.0	0.0	0.0	27	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: S																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								15 m early	to 1 m early	to 15 m late	to 30 m late	to 60 m late	to 120 m late	to 180 m late	to 360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	GATWICK	NORWEGIAN AIR UK LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	84	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	108	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	47	0	0	6.4	42.6	23.4	8.5	10.6	6.4	2.1	0.0	0.0	0.0	0.0	16	89.1	5	46
	HEATHROW	BRITISH AIRWAYS PLC	S	D	48	0	0	0.0	20.8	47.9	14.6	8.3	2.1	4.2	2.1	0.0	0.0	0.0	21	78.7	7	47
	HEATHROW	DELTA AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	5	22
	HEATHROW	DELTA AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.5	3	21
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	2	48.4	38.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0	20.0	26	5
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	2	0.0	58.1	19.4	12.9	3.2	0.0	0.0	0.0	0.0	0.0	6.5	6	100.0	2	6
<b>TOTAL SEATTLE (TACOMA)</b>					<b>188</b>	<b>0</b>	<b>4</b>	<b>14.1</b>	<b>32.3</b>	<b>28.6</b>	<b>9.9</b>	<b>6.3</b>	<b>3.1</b>	<b>2.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>15</b>	<b>84.4</b>	<b>6</b>	<b>147</b>
SEOUL (INCHEON)																						
	HEATHROW	ASIANA AIRLINES	S	A	31	0	0	9.7	6.5	38.7	19.4	19.4	6.5	0.0	0.0	0.0	0.0	0.0	21	32.3	28	31
	HEATHROW	ASIANA AIRLINES	S	D	31	0	0	0.0	3.2	64.5	16.1	12.9	3.2	0.0	0.0	0.0	0.0	0.0	14	83.9	14	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	10.3	24.1	37.9	10.3	3.4	10.3	3.4	0.0	0.0	0.0	0.0	18	75.9	18	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	24.1	55.2	13.8	3.4	3.4	0.0	0.0	0.0	0.0	0.0	10	86.2	18	29
	HEATHROW	KOREAN AIR	S	A	31	0	0	0.0	6.5	19.4	38.7	25.8	9.7	0.0	0.0	0.0	0.0	0.0	28	45.2	20	31
	HEATHROW	KOREAN AIR	S	D	31	0	0	0.0	35.5	29.0	3.2	29.0	3.2	0.0	0.0	0.0	0.0	0.0	18	83.9	6	31
<b>TOTAL SEOUL (INCHEON)</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>16.5</b>	<b>40.7</b>	<b>17.0</b>	<b>15.9</b>	<b>6.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>67.6</b>	<b>17</b>	<b>182</b>
SEVILLE																						
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BOURNEMOUTH	ENTER AIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BOURNEMOUTH	ENTER AIR	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	CARDIFF WALES	ENTER AIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	CARDIFF WALES	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	DONCASTER SHEFFIELD	ENTER AIR	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	PRIVILEGE STYLE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
	EAST MIDLANDS INTERNATIONAL	PRIVILEGE STYLE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	7	0	2	0.0	22.2	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	22.2	20	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	7	0	2	0.0	11.1	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	22.2	9	0.0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE										MAR 2017		
										NUMBER OF FLIGHTS														
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)
GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	26.9	30.8	23.1	0.0	11.5	7.7	0.0	0.0	0.0	0.0	0.0	13	81.5	8	27			
GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	0.0	34.6	38.5	15.4	3.8	7.7	0.0	0.0	0.0	0.0	0.0	14	81.5	10	27			
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	35.5	32.3	12.9	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	71.0	14	31			
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	16.1	61.3	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	12	71.0	16	31			
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	7.7	61.5	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	7.7	61.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0			
STANSTED	RYANAIR	S	A	36	0	1	5.4	24.3	29.7	16.2	8.1	13.5	0.0	0.0	0.0	0.0	2.7	22	76.3	18	38			
STANSTED	RYANAIR	S	D	38	0	0	0.0	2.6	63.2	26.3	5.3	2.6	0.0	0.0	0.0	0.0	0.0	14	81.6	9	38			
MANCHESTER	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
MANCHESTER	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0			
MANCHESTER	RYANAIR	S	A	10	0	0	20.0	30.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0			
MANCHESTER	RYANAIR	S	D	10	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0			
DURHAM TEES VALLEY	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0			
DURHAM TEES VALLEY	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	298	0.0	0	0			
<b>TOTAL SEVILLE</b>				<b>262</b>	<b>0</b>	<b>5</b>	<b>9.4</b>	<b>23.6</b>	<b>39.0</b>	<b>15.0</b>	<b>6.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>14</b>	<b>76.8</b>	<b>13</b>	<b>194</b>			
SEYCHELLES																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0			
HEATHROW	BRITISH AIRWAYS PLC	S	D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
<b>TOTAL SEYCHELLES</b>				<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
SHANGHAI (PU DONG)																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	42	0	0	28.6	21.4	11.9	14.3	11.9	7.1	4.8	0.0	0.0	0.0	0.0	21	63.6	16	44			
HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	23.3	44.2	14.0	7.0	4.7	4.7	2.3	0.0	0.0	0.0	25	79.5	12	44			
HEATHROW	CHINA EASTERN AIRLINES	S	A	27	0	0	3.7	29.6	18.5	14.8	18.5	11.1	3.7	0.0	0.0	0.0	0.0	24	53.3	24	30			
HEATHROW	CHINA EASTERN AIRLINES	S	D	27	0	0	0.0	29.6	37.0	18.5	14.8	0.0	0.0	0.0	0.0	0.0	0.0	13	90.0	10	30			
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	1	39.3	17.9	17.9	7.1	10.7	3.6	0.0	0.0	0.0	0.0	3.6	12	88.9	6	27			
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	1	0.0	42.9	35.7	7.1	10.7	0.0	0.0	0.0	0.0	0.0	3.6	9	96.3	2	27			
<b>TOTAL SHANGHAI (PU DONG)</b>				<b>193</b>	<b>0</b>	<b>2</b>	<b>12.3</b>	<b>26.7</b>	<b>27.7</b>	<b>12.8</b>	<b>11.8</b>	<b>4.6</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>77.2</b>	<b>12</b>	<b>202</b>			
SHANNON																								
BIRMINGHAM	AIR CONTRACTORS	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	BIRMINGHAM	AIR CONTRACTORS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	BIRMINGHAM	STOBART AIR	S	A	28	0	3	6.5	29.0	22.6	19.4	9.7	0.0	3.2	0.0	0.0	0.0	9.7	15	85.7	5	28
	BIRMINGHAM	STOBART AIR	S	D	28	0	3	0.0	22.6	25.8	25.8	12.9	0.0	3.2	0.0	0.0	0.0	9.7	20	71.4	13	28
	CARDIFF WALES	MALETH AERO	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	CARDIFF WALES	MALETH AERO	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	CARDIFF WALES	STOBART AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EDINBURGH	AER LINGUS	S	A	24	0	2	19.2	50.0	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	7.7	4	100.0	2	27
	EDINBURGH	AER LINGUS	S	D	24	0	2	3.8	57.7	26.9	0.0	3.8	0.0	0.0	0.0	0.0	0.0	7.7	4	96.3	1	27
	EDINBURGH	FLYBE LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	EDINBURGH	FLYBE LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EDINBURGH	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	76	0.0	0	0
	GATWICK	RYANAIR	S	A	27	0	1	14.3	64.3	3.6	7.1	3.6	3.6	0.0	0.0	0.0	0.0	3.6	7	92.6	3	27
	GATWICK	RYANAIR	S	D	27	0	1	0.0	7.1	50.0	25.0	3.6	7.1	0.0	3.6	0.0	0.0	3.6	24	66.7	14	27
	HEATHROW	AER LINGUS	S	A	83	0	5	33.0	36.4	9.1	3.4	6.8	4.5	1.1	0.0	0.0	0.0	5.7	11	89.9	4	89
	HEATHROW	AER LINGUS	S	D	82	0	6	1.1	45.5	29.5	3.4	6.8	4.5	1.1	1.1	0.0	0.0	6.8	15	92.1	3	89
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	STANSTED	RYANAIR	S	A	52	0	4	1.8	33.9	32.1	8.9	8.9	5.4	0.0	1.8	0.0	0.0	7.1	19	86.8	6	53
	STANSTED	RYANAIR	S	D	50	0	4	0.0	5.6	37.0	18.5	22.2	7.4	1.9	0.0	0.0	0.0	7.4	27	73.6	14	53
	MANCHESTER	RYANAIR	S	A	20	0	1	4.8	42.9	33.3	9.5	4.8	0.0	0.0	0.0	0.0	0.0	4.8	7	95.5	5	22
	MANCHESTER	RYANAIR	S	D	20	0	1	0.0	9.5	47.6	23.8	9.5	4.8	0.0	0.0	0.0	0.0	4.8	17	77.3	9	22
<b>TOTAL SHANNON</b>					<b>473</b>	<b>0</b>	<b>33</b>	<b>9.1</b>	<b>33.4</b>	<b>26.1</b>	<b>10.9</b>	<b>8.5</b>	<b>4.0</b>	<b>1.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>15</b>	<b>86.4</b>	<b>6</b>	<b>493</b>
SIBIU																						
	LUTON	WIZZ AIR	S	A	18	0	0	16.7	22.2	33.3	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	16	89.5	6	19
	LUTON	WIZZ AIR	S	D	18	0	0	0.0	11.1	33.3	16.7	33.3	0.0	0.0	5.6	0.0	0.0	0.0	37	84.2	7	19
<b>TOTAL SIBIU</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>33.3</b>	<b>19.4</b>	<b>16.7</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>86.8</b>	<b>6</b>	<b>38</b>
SINGAPORE																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	18	0	4	4.5	9.1	27.3	13.6	13.6	4.5	9.1	0.0	0.0	0.0	18.2	36	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	17	0	0	5.9	17.6	23.5	23.5	11.8	17.6	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	6.5	41.9	32.3	16.1	0.0	0.0	0.0	3.2	0.0	0.0	0.0	11	83.3	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	38.7	12.9	19.4	16.1	3.2	0.0	0.0	0.0	0.0	31	56.7	26	30
	HEATHROW	SINGAPORE AIRLINES	S	A	123	0	1	21.8	27.4	27.4	12.1	8.9	1.6	0.0	0.0	0.0	0.0	0.8	10	73.0	10	122
	HEATHROW	SINGAPORE AIRLINES	S	D	123	0	1	0.0	41.9	37.9	10.5	7.3	0.8	0.8	0.0	0.0	0.0	0.8	9	92.6	5	122
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	40.9	27.3	9.1	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	86.4	6	22



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: S																				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE										MAR 2017			
		-----							-----										-----			
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								10.2	30.3	31.8	12.7	8.4	3.3	1.3	0.5	0.0	0.0	1.5	14	81.3	9	348
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	0.0	27.3	45.5	9.1	4.5	4.5	4.5	4.5	0.0	0.0	0.0	25	90.9	4	22
<b>TOTAL SINGAPORE</b>					<b>387</b>	<b>0</b>	<b>6</b>	<b>10.2</b>	<b>30.3</b>	<b>31.8</b>	<b>12.7</b>	<b>8.4</b>	<b>3.3</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>14</b>	<b>81.3</b>	<b>9</b>	<b>348</b>
SKOPJE																						
	LUTON	WIZZ AIR	S	A	15	0	0	6.7	46.7	40.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	93.3	5	15
	LUTON	WIZZ AIR	S	D	15	0	0	0.0	0.0	20.0	46.7	20.0	13.3	0.0	0.0	0.0	0.0	0.0	31	60.0	20	15
<b>TOTAL SKOPJE</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>23.3</b>	<b>30.0</b>	<b>26.7</b>	<b>10.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>76.7</b>	<b>13</b>	<b>30</b>
SOFIA																						
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	14	0	0	21.4	42.9	14.3	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	12	92.3	4	13
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	14.3	42.9	7.1	7.1	21.4	0.0	7.1	0.0	0.0	0.0	41	69.2	14	13
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	1562	100.0	0	1
	BIRMINGHAM	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	13
	BIRMINGHAM	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.9	10	13
	BRISTOL	ENTER AIR	C	A	5	0	0	20.0	0.0	0.0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	71	33.3	18	3
	BRISTOL	ENTER AIR	C	D	5	0	0	0.0	0.0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	71	50.0	12	2
	BRISTOL	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9
	BRISTOL	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	5	9
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	9	3
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	4	2
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GLASGOW	RYANAIR	S	A	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	8	9
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	25.0	25.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	88.9	13	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	55.6	12	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	33.3	23	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	35.6	28.9	22.2	2.2	8.9	0.0	0.0	2.2	0.0	0.0	0.0	10	87.0	9	46
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	1	0.0	23.9	63.0	2.2	6.5	0.0	0.0	2.2	0.0	0.0	2.2	11	89.1	9	46

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can				
GATWICK	GERMANIA FLUGGESELLSCHAFT	C A	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
GATWICK	GERMANIA FLUGGESELLSCHAFT	C D	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
GATWICK	SMALL PLANET AIRLINES	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	18	3	
GATWICK	SMALL PLANET AIRLINES	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2	
GATWICK	THOMAS COOK AIRLINES LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3	
GATWICK	THOMAS COOK AIRLINES LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	7	3	
GATWICK	TITAN AIRWAYS LTD	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GATWICK	TUI AIRWAYS LTD	C A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	16	2	
GATWICK	TUI AIRWAYS LTD	C D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	49	1	
HEATHROW	BRITISH AIRWAYS PLC	S A	34	0	0	29.4	35.3	17.6	8.8	2.9	2.9	2.9	0.0	0.0	0.0	0.0	0.0	11	93.5	6	31	
HEATHROW	BRITISH AIRWAYS PLC	S D	34	0	0	0.0	26.5	58.8	8.8	2.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	9	96.8	4	31	
HEATHROW	BULGARIA AIR	S A	21	0	0	0.0	38.1	28.6	14.3	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	81.8	9	22	
HEATHROW	BULGARIA AIR	S D	21	0	0	0.0	9.5	38.1	23.8	23.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	22	72.7	12	22	
LUTON	Unknown	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
LUTON	WIZZ AIR	S A	72	0	0	34.7	34.7	20.8	1.4	4.2	2.8	1.4	0.0	0.0	0.0	0.0	0.0	7	96.9	3	65	
LUTON	WIZZ AIR	S D	73	0	0	0.0	5.5	39.7	28.8	11.0	12.3	2.7	0.0	0.0	0.0	0.0	0.0	28	83.1	8	65	
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	11.1	22.2	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19	88.9	15	9	
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	33.3	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	88.9	14	9	
STANSTED	RYANAIR	S A	60	0	0	13.3	31.7	31.7	10.0	8.3	3.3	1.7	0.0	0.0	0.0	0.0	0.0	14	72.6	13	62	
STANSTED	RYANAIR	S D	59	0	0	0.0	5.1	69.5	10.2	10.2	1.7	3.4	0.0	0.0	0.0	0.0	0.0	16	88.7	5	62	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	21	0	0	38.1	23.8	19.0	9.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	10	82.4	7	17	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	21	0	0	0.0	19.0	61.9	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	76.5	9	17	
MANCHESTER	JET2.COM LTD	C A	5	0	0	20.0	40.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	32	66.7	13	3	
MANCHESTER	JET2.COM LTD	C D	5	0	0	0.0	0.0	80.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	34	50.0	19	2	
MANCHESTER	JET2.COM LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	29	3	
MANCHESTER	JET2.COM LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	16	3	
MANCHESTER	TUI AIRWAYS LTD	C A	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	50.0	10	2	
MANCHESTER	TUI AIRWAYS LTD	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	140	100.0	10	1	
NEWCASTLE	JET2.COM LTD	S A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	12	2	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	17	2
<b>TOTAL SOFIA</b>					<b>653</b>	<b>0</b>	<b>1</b>	<b>12.2</b>	<b>24.3</b>	<b>37.9</b>	<b>9.6</b>	<b>8.6</b>	<b>4.7</b>	<b>1.7</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>83.8</b>	<b>8</b>	<b>673</b>
SOUTHAMPTON	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.7	7	41	
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.6	5	35	
	ABERDEEN	FLYBE LTD	S	A	34	0	13	12.8	12.8	21.3	14.9	0.0	4.3	4.3	2.1	0.0	0.0	27.7	26	0.0	0	0
	ABERDEEN	FLYBE LTD	S	D	34	0	11	0.0	20.0	28.9	11.1	4.4	4.4	2.2	4.4	0.0	0.0	24.4	31	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	83	0	3	8.1	53.5	23.3	2.3	7.0	2.3	0.0	0.0	0.0	0.0	3.5	8	80.5	9	77
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	81	0	4	0.0	45.9	37.6	5.9	2.4	3.5	0.0	0.0	0.0	0.0	4.7	6	84.4	8	77
	BELFAST INTERNATIONAL	FLYBE LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	40.0	36	5
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	EDINBURGH	FLYBE LTD	S	A	119	0	12	19.1	42.0	22.1	4.6	2.3	0.8	0.0	0.0	0.0	0.0	9.2	4	77.9	13	145
	EDINBURGH	FLYBE LTD	S	D	122	0	10	0.0	42.4	40.2	7.6	1.5	0.8	0.0	0.0	0.0	0.0	7.6	5	84.1	11	145
	EXETER	FLYBE LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
	GLASGOW	FLYBE LTD	S	A	106	0	9	7.0	46.1	25.2	4.3	4.3	2.6	0.9	1.7	0.0	0.0	7.8	12	87.3	6	134
	GLASGOW	FLYBE LTD	S	D	106	0	10	0.0	37.9	41.4	5.2	1.7	3.4	0.0	1.7	0.0	0.0	8.6	12	91.8	4	134
	JERSEY	BLUE ISLANDS LIMITED	S	A	73	0	2	10.7	38.7	22.7	6.7	8.0	2.7	2.7	5.3	0.0	0.0	2.7	28	67.8	18	83
	JERSEY	BLUE ISLANDS LIMITED	S	D	78	0	0	0.0	25.6	50.0	6.4	6.4	2.6	5.1	3.8	0.0	0.0	0.0	27	74.7	21	86
	JERSEY	FLYBE LTD	S	A	50	0	6	0.0	25.0	50.0	3.6	5.4	3.6	1.8	0.0	0.0	0.0	10.7	13	76.8	13	56
	JERSEY	FLYBE LTD	S	D	50	0	7	0.0	19.3	40.4	14.0	8.8	3.5	1.8	0.0	0.0	0.0	12.3	17	64.3	16	55
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	67	0	19	38.4	18.6	7.0	4.7	3.5	5.8	0.0	0.0	0.0	0.0	22.1	10	93.9	2	81
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	63	0	25	0.0	9.1	33.0	10.2	13.6	3.4	1.1	1.1	0.0	0.0	28.4	24	92.7	3	81
	MANCHESTER	FLYBE LTD	S	A	171	0	17	8.5	50.0	18.6	2.7	4.8	5.3	1.1	0.0	0.0	0.0	9.0	11	86.8	10	152
	MANCHESTER	FLYBE LTD	S	D	171	0	15	0.5	23.1	54.3	3.2	6.5	3.8	0.5	0.0	0.0	0.0	8.1	10	88.8	8	152
	NEWCASTLE	FLYBE LTD	S	A	70	0	8	10.3	60.3	10.3	2.6	1.3	3.8	1.3	0.0	0.0	0.0	10.3	8	93.0	8	86
	NEWCASTLE	FLYBE LTD	S	D	70	0	8	1.3	33.3	39.7	6.4	2.6	2.6	2.6	1.3	0.0	0.0	10.3	15	88.4	11	86
	NEWCASTLE	JOTA AVIATION LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	NEWCASTLE	JOTA AVIATION LTD	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL SOUTHAMPTON</b>					<b>1560</b>	<b>1</b>	<b>179</b>	<b>6.6</b>	<b>35.5</b>	<b>31.9</b>	<b>5.7</b>	<b>4.7</b>	<b>3.3</b>	<b>1.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.1</b>	<b>10.3</b>	<b>13</b>	<b>84.5</b>	<b>10</b>	<b>1711</b>
SOUTHEND																						
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0
	EXETER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	145	1
	GLASGOW	FLYBE LTD	S	A	37	1	2	2.5	35.0	22.5	15.0	2.5	7.5	0.0	5.0	2.5	2.5	5.0	58	0.0	0	0
	GLASGOW	FLYBE LTD	S	D	37	1	2	0.0	25.0	35.0	10.0	5.0	7.5	0.0	7.5	2.5	2.5	5.0	65	0.0	0	0
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	78	1
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	MANCHESTER	FLYBE LTD	S	A	71	0	3	2.7	44.6	36.5	6.8	0.0	2.7	2.7	0.0	0.0	0.0	4.1	11	0.0	0	0
	MANCHESTER	FLYBE LTD	S	D	71	0	3	0.0	33.8	50.0	5.4	2.7	1.4	2.7	0.0	0.0	0.0	4.1	9	0.0	0	0
<b>TOTAL SOUTHEND</b>					<b>222</b>	<b>2</b>	<b>11</b>	<b>1.3</b>	<b>36.2</b>	<b>37.4</b>	<b>8.5</b>	<b>2.6</b>	<b>3.8</b>	<b>1.7</b>	<b>2.1</b>	<b>0.9</b>	<b>0.9</b>	<b>4.7</b>	<b>27</b>	<b>0.0</b>	<b>112</b>	<b>2</b>
SPLIT																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	53	0.0	20	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	56	0.0	26	1
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	HEATHROW	CROATIA AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	HEATHROW	CROATIA AIRLINES	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
<b>TOTAL SPLIT</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>21.4</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>23</b>	<b>2</b>
ST JOHNS																						
	HEATHROW	AIR CANADA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	37	12
	HEATHROW	AIR CANADA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.9	12	11
<b>TOTAL ST JOHNS</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>69.6</b>	<b>25</b>	<b>23</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: S																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
ST KITTS																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	44.4	24	9
<b>TOTAL ST KITTS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>5.6</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>72.2</b>	<b>13</b>	<b>18</b>
ST LUCIA (HEWANORRA)																						
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	41	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	61	0.0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	3	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	11	4
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>39.1</b>	<b>26.1</b>	<b>17.4</b>	<b>0.0</b>	<b>8.7</b>	<b>0.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>93.3</b>	<b>3</b>	<b>15</b>
ST PETERSBURG																						
	GATWICK	ROSSIYA AIRLINES	S	A	7	0	0	0.0	71.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	ROSSIYA AIRLINES	S	D	7	0	0	0.0	42.9	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	36.7	23.3	26.7	3.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	9	100.0	2	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	0.0	26.7	50.0	13.3	6.7	3.3	0.0	0.0	0.0	0.0	0.0	10	93.5	3	31
<b>TOTAL ST PETERSBURG</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>31.1</b>	<b>37.8</b>	<b>6.8</b>	<b>5.4</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>96.8</b>	<b>3</b>	<b>62</b>
STANSTED																						
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	122	0	2	12.9	42.7	15.3	7.3	12.1	3.2	2.4	0.8	1.6	0.0	1.6	32	85.2	6	128
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	123	0	2	6.4	24.0	44.0	6.4	10.4	1.6	4.8	0.8	0.0	0.0	1.6	17	84.4	7	128
	BELFAST INTERNATIONAL	RYANAIR	S	A	92	0	1	29.0	35.5	20.4	3.2	9.7	1.1	0.0	0.0	0.0	0.0	1.1	8	0.0	0	0
	BELFAST INTERNATIONAL	RYANAIR	S	D	92	0	1	7.5	35.5	45.2	4.3	5.4	0.0	0.0	0.0	1.1	0.0	1.1	18	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BIRMINGHAM	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	BIRMINGHAM	RYANAIR	S	D	5	0	0	0.0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	73	62.5	15	8
	BRISTOL	BMI REGIONAL	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0
	BRISTOL	BMI REGIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	27	1		
CARDIFF WALES	BMI REGIONAL	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
CARDIFF WALES	BMI REGIONAL	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0		
CARDIFF WALES	JOTA AVIATION LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
CARDIFF WALES	JOTA AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	2		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	102	0	12	2.6	38.6	25.4	8.8	8.8	4.4	0.9	0.0	0.0	0.0	10.5	14	72.0	14	118		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	104	0	10	0.0	32.5	36.8	7.9	7.0	5.3	0.9	0.9	0.0	0.0	8.8	15	79.7	11	118		
EDINBURGH	RYANAIR	S	A	24	0	2	0.0	3.8	15.4	26.9	30.8	15.4	0.0	0.0	0.0	0.0	7.7	33	82.2	7	118		
EDINBURGH	RYANAIR	S	D	24	0	2	0.0	11.5	30.8	19.2	30.8	0.0	0.0	0.0	0.0	0.0	7.7	22	83.9	8	118		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	73	0	8	4.9	35.8	27.2	8.6	9.9	2.5	0.0	1.2	0.0	0.0	9.9	14	76.5	12	81		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	74	0	7	0.0	39.5	35.8	8.6	4.9	1.2	0.0	1.2	0.0	0.0	8.6	11	78.0	12	82		
GLASGOW	RYANAIR	S	A	17	0	1	0.0	22.2	16.7	27.8	22.2	5.6	0.0	0.0	0.0	0.0	5.6	26	88.9	7	81		
GLASGOW	RYANAIR	S	D	17	0	1	0.0	5.6	50.0	16.7	5.6	11.1	0.0	5.6	0.0	0.0	5.6	33	84.0	7	81		
GLASGOW	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GLASGOW	TITAN AIRWAYS LTD	C	D	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	EASYJET AIRLINE COMPANY LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	23	5		
GATWICK	TITAN AIRWAYS LTD	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK	TITAN AIRWAYS LTD	C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	39	4		
LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	95	0.0	0	0		
LUTON	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	58	25.0	29	4		
<b>TOTAL STANSTED STAVANGER</b>				<b>885</b>	<b>0</b>	<b>53</b>	<b>7.0</b>	<b>32.4</b>	<b>30.6</b>	<b>8.5</b>	<b>10.1</b>	<b>3.4</b>	<b>1.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>5.7</b>	<b>18</b>	<b>80.3</b>	<b>9</b>	<b>1079</b>		
ABERDEEN	SAS	S	A	50	0	3	3.8	37.7	32.1	7.5	7.5	3.8	1.9	0.0	0.0	0.0	5.7	12	88.7	6	53		
ABERDEEN	SAS	S	D	49	0	5	1.9	53.7	16.7	5.6	9.3	3.7	0.0	0.0	0.0	0.0	9.3	12	94.3	2	53		

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: S																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								early	early	late	late	late	late	late	late	late	late	late	late	late	late	late
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	37	0	5	0.0	57.1	28.6	2.4	0.0	0.0	0.0	0.0	0.0	0.0	11.9	2	95.0	3	60
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	37	0	5	2.4	50.0	33.3	2.4	0.0	0.0	0.0	0.0	0.0	0.0	11.9	1	95.0	2	60
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	23	0	0	0.0	43.5	34.8	8.7	8.7	4.3	0.0	0.0	0.0	0.0	0.0	11	100.0	0	2
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	23	0	0	0.0	65.2	30.4	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	5	100.0	0	2
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	34.6	34.6	11.5	3.8	11.5	0.0	0.0	3.8	0.0	0.0	0.0	15	92.6	8	27
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	3.8	46.2	26.9	11.5	3.8	3.8	0.0	3.8	0.0	0.0	0.0	18	92.6	8	27
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.3	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	31
	HEATHROW	SAS	S	A	43	0	3	10.9	37.0	30.4	8.7	4.3	2.2	0.0	0.0	0.0	0.0	6.5	9	96.2	4	52
	HEATHROW	SAS	S	D	43	0	3	0.0	69.6	15.2	4.3	2.2	2.2	0.0	0.0	0.0	0.0	6.5	5	98.1	1	52
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	0.0	66.7	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	100.0	3	9
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	66.7	10	9
	NEWCASTLE	BMI REGIONAL	S	A	22	0	0	0.0	72.7	22.7	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.6	4	27
	NEWCASTLE	BMI REGIONAL	S	D	22	0	0	0.0	68.2	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.2	13	27
<b>TOTAL STAVANGER</b>					<b>421</b>	<b>0</b>	<b>24</b>	<b>4.3</b>	<b>51.2</b>	<b>25.8</b>	<b>6.1</b>	<b>4.0</b>	<b>2.0</b>	<b>0.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>9</b>	<b>93.5</b>	<b>4</b>	<b>523</b>
STOCKHOLM (ARLANDA)																						
	BIRMINGHAM	FLYBE LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	BIRMINGHAM	SAS	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0
	BIRMINGHAM	SAS	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	72	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	11.1	33.3	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	11.1	19	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	33.3	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	11.1	19	0.0	0	0
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	8	0	1	0.0	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	8	90.0	6	10

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: S																	MARCH 2017				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	8	0	1	0.0	0.0	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11.1	13	60.0	13	10	
	EDINBURGH	SAS	S	A	17	0	1	0.0	33.3	44.4	5.6	5.6	5.6	0.0	0.0	0.0	0.0	5.6	9	68.8	18	16	
	EDINBURGH	SAS	S	D	17	0	1	0.0	16.7	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	5.6	10	68.8	14	16	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	135	0	0	10.4	26.7	30.4	14.1	8.9	4.4	1.5	3.0	0.7	0.0	0.0	25	74.6	13	138	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	134	0	0	0.0	38.1	36.6	11.9	6.0	3.7	1.5	2.2	0.0	0.0	0.0	18	75.4	12	138	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	5	1	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	100.0	3	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	4	19.9	36.4	24.5	10.6	4.0	1.3	0.7	0.0	0.0	0.0	2.6	8	89.2	5	176	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	147	0	4	0.0	35.1	39.1	11.9	6.6	3.3	0.7	0.7	0.0	0.0	2.6	14	92.6	4	175	
	HEATHROW	SAS	S	A	81	0	12	2.2	22.6	32.3	16.1	9.7	3.2	1.1	0.0	0.0	0.0	12.9	16	72.4	12	174	
	HEATHROW	SAS	S	D	81	0	11	0.0	43.5	31.5	5.4	4.3	2.2	1.1	0.0	0.0	0.0	12.0	10	90.2	5	173	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	79	0	0	3.8	25.3	32.9	21.5	12.7	2.5	0.0	1.3	0.0	0.0	0.0	18	0.0	0	0	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	80	0	0	0.0	31.3	50.0	13.8	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	23.5	35.3	11.8	17.6	0.0	0.0	11.8	0.0	0.0	0.0	45	50.0	22	4	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	11.8	52.9	5.9	17.6	0.0	0.0	11.8	0.0	0.0	0.0	40	100.0	1	4	
	STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	97	0.0	0	0	
	STANSTED	RYANAIR	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	11	9	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	9	0	0	0.0	0.0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	30	33.3	21	9	
	MANCHESTER	SAS	S	A	54	0	0	1.9	35.2	31.5	16.7	11.1	1.9	1.9	0.0	0.0	0.0	0.0	15	81.5	9	53	
	MANCHESTER	SAS	S	D	54	0	0	0.0	37.0	27.8	16.7	13.0	3.7	1.9	0.0	0.0	0.0	0.0	16	87.0	6	53	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1120</b>	<b>0</b>	<b>37</b>	<b>4.4</b>	<b>31.5</b>	<b>34.1</b>	<b>13.6</b>	<b>8.2</b>	<b>2.8</b>	<b>1.0</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>3.2</b>	<b>16</b>	<b>82.1</b>	<b>9</b>	<b>1160</b>	
STOCKHOLM (SKAVSTA)																							
	STANSTED	RYANAIR	S	A	67	0	2	8.7	39.1	27.5	7.2	10.1	4.3	0.0	0.0	0.0	0.0	2.9	10	88.7	7	53	
	STANSTED	RYANAIR	S	D	68	0	1	0.0	4.3	46.4	15.9	24.6	5.8	1.4	0.0	0.0	0.0	1.4	24	81.1	12	53	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>135</b>	<b>0</b>	<b>3</b>	<b>4.3</b>	<b>21.7</b>	<b>37.0</b>	<b>11.6</b>	<b>17.4</b>	<b>5.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>17</b>	<b>84.9</b>	<b>10</b>	<b>106</b>	
STORNOWAY																							
	ABERDEEN	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.3	12	23	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	MAT	UNMAT	CAN	NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE					MAY 2017		
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	91.3	15	23			
	ABERDEEN	FLYBE LTD	S	A	37	0	8	13.3	15.6	13.3	6.7	15.6	8.9	0.0	8.9	0.0	0.0	17.8	46	0.0	0	0			
	ABERDEEN	FLYBE LTD	S	D	37	0	16	0.0	11.3	24.5	3.8	17.0	5.7	3.8	3.8	0.0	0.0	30.2	42	0.0	0	0			
	EDINBURGH	LOGANAIR LTD	S	A	35	0	2	29.7	45.9	16.2	0.0	0.0	2.7	0.0	0.0	0.0	0.0	5.4	3	84.8	7	44			
	EDINBURGH	LOGANAIR LTD	S	D	35	0	3	2.6	52.6	26.3	7.9	0.0	2.6	0.0	0.0	0.0	0.0	7.9	6	84.8	7	45			
	GLASGOW	FLYBE LTD	S	A	0	0	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
	GLASGOW	FLYBE LTD	S	D	0	0	9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0			
	GLASGOW	LOGANAIR LTD	S	A	97	1	6	26.9	34.6	13.5	2.9	5.8	3.8	5.8	0.0	0.0	1.0	5.8	17	81.2	13	101			
	GLASGOW	LOGANAIR LTD	S	D	98	0	5	0.0	39.8	30.1	6.8	5.8	5.8	5.8	1.0	0.0	0.0	4.9	22	83.0	14	100			
	MANCHESTER	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	30	5				
	MANCHESTER	FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	42.9	32	6				
<b>TOTAL STORNOWAY</b>					<b>339</b>	<b>1</b>	<b>58</b>	<b>11.6</b>	<b>31.9</b>	<b>20.1</b>	<b>4.5</b>	<b>7.0</b>	<b>4.8</b>	<b>3.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.3</b>	<b>14.6</b>	<b>22</b>	<b>82.7</b>	<b>12</b>	<b>347</b>			
STRASBOURG																									
	LUTON	SIAVIA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	21	5				
	LUTON	SIAVIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4				
	STANSTED	RYANAIR	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	61	100.0	4	2				
	STANSTED	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	49	100.0	3	2				
<b>TOTAL STRASBOURG</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>92.3</b>	<b>9</b>	<b>13</b>				
STUTT GART																									
	BIRMINGHAM	FLYBE LTD	S	A	39	0	1	7.5	37.5	27.5	12.5	2.5	5.0	2.5	2.5	0.0	0.0	2.5	21	94.4	2	36			
	BIRMINGHAM	FLYBE LTD	S	D	39	0	1	0.0	10.0	65.0	7.5	7.5	5.0	2.5	0.0	0.0	0.0	2.5	17	91.7	6	36			
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	11.1	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	8	77.8	10	9			
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11.1	12	88.9	10	9			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	1	9.8	39.0	26.8	9.8	7.3	2.4	2.4	0.0	0.0	0.0	2.4	13	85.4	7	41			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	1	0.0	34.1	34.1	12.2	9.8	4.9	2.4	0.0	0.0	0.0	2.4	17	73.2	10	41			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	2	23.0	45.9	18.0	3.3	6.6	0.0	0.0	0.0	0.0	0.0	3.3	5	88.7	4	62			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	2	0.0	45.9	41.0	4.9	4.9	0.0	0.0	0.0	0.0	0.0	3.3	6	95.2	3	62			
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	77	0	2	17.7	39.2	24.1	10.1	5.1	1.3	0.0	0.0	0.0	0.0	2.5	7	70.4	18	27			
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	77	0	2	0.0	40.5	32.9	10.1	8.9	2.5	2.5	0.0	0.0	0.0	2.5	15	74.1	17	27			
	HEATHROW	GERMANWINGS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.7	6	54				
	HEATHROW	GERMANWINGS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.4	5	54				
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	22	0	1	0.0	30.4	26.1	13.0	17.4	8.7	0.0	0.0	0.0	0.0	4.3	20	87.5	9	24			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE											MAR 2017			
						NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE														
C/	A/	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
		STANSTED	EUROWINGS LUFTVERKEHRS	S D	22	0	1	0.0	8.7	43.5	17.4	17.4	4.3	4.3	0.0	0.0	0.0	4.3	26	75.0	10	24
		STANSTED	GERMANWINGS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	7	
		STANSTED	GERMANWINGS	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	7	
		MANCHESTER	RYANAIR	S A	19	0	0	5.3	21.1	52.6	10.5	5.3	5.3	0.0	0.0	0.0	0.0	13	76.9	11	26	
		MANCHESTER	RYANAIR	S D	19	0	0	0.0	10.5	52.6	31.6	5.3	0.0	0.0	0.0	0.0	0.0	12	84.6	11	26	
<b>TOTAL STUTTGART</b>					<b>528</b>	<b>0</b>	<b>16</b>	<b>6.8</b>	<b>34.9</b>	<b>33.5</b>	<b>10.5</b>	<b>7.4</b>	<b>2.6</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>13</b>	<b>86.4</b>	<b>7</b>	<b>572</b>
SUCEAVA																						
		LUTON	WIZZ AIR	S A	24	0	0	0.0	20.8	37.5	8.3	16.7	16.7	0.0	0.0	0.0	0.0	25	77.8	12	18	
		LUTON	WIZZ AIR	S D	24	0	0	0.0	4.2	62.5	25.0	8.3	0.0	0.0	0.0	0.0	0.0	14	77.8	10	18	
<b>TOTAL SUCEAVA</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>16.7</b>	<b>12.5</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.8</b>	<b>11</b>	<b>36</b>	
SULAYMANIYAH INT																						
		GATWICK	IRAQI AIRWAYS	S A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	203	100.0	2	5	
		GATWICK	IRAQI AIRWAYS	S D	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	20.0	29	5	
<b>TOTAL SULAYMANIYAH INT</b>					<b>1</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>203</b>	<b>60.0</b>	<b>15</b>	<b>10</b>
SUMBURGH																						
		ABERDEEN	EASTERN AIRWAYS	S A	70	0	17	21.8	14.9	10.3	2.3	6.9	17.2	3.4	2.3	1.1	0.0	19.5	41	64.6	32	82
		ABERDEEN	EASTERN AIRWAYS	S D	79	0	9	4.5	27.3	36.4	6.8	4.5	9.1	0.0	1.1	0.0	0.0	10.2	19	77.8	27	90
		ABERDEEN	LOGANAIR LTD	S A	124	0	5	23.3	41.9	13.2	3.9	7.0	3.9	3.1	0.0	0.0	0.0	3.9	13	82.5	11	103
		ABERDEEN	LOGANAIR LTD	S D	125	0	5	0.0	45.4	27.7	5.4	5.4	7.7	4.6	0.0	0.0	0.0	3.8	19	79.2	13	106
		EDINBURGH	LOGANAIR LTD	S A	72	0	8	17.5	48.8	11.3	3.8	3.8	1.3	2.5	1.3	0.0	0.0	10.0	13	81.7	9	69
		EDINBURGH	LOGANAIR LTD	S D	72	0	3	1.3	60.0	20.0	4.0	5.3	2.7	1.3	1.3	0.0	0.0	4.0	12	82.9	11	69
		GLASGOW	LOGANAIR LTD	S A	35	0	2	21.6	48.6	8.1	10.8	0.0	2.7	2.7	0.0	0.0	0.0	5.4	9	79.2	13	48
		GLASGOW	LOGANAIR LTD	S D	35	0	1	0.0	44.4	27.8	2.8	2.8	13.9	5.6	0.0	0.0	0.0	2.8	24	70.2	30	47
		MANCHESTER	FLYBE LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3	
<b>TOTAL SUMBURGH</b>					<b>612</b>	<b>0</b>	<b>50</b>	<b>11.5</b>	<b>40.5</b>	<b>19.8</b>	<b>4.7</b>	<b>5.1</b>	<b>7.1</b>	<b>2.9</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>7.6</b>	<b>19</b>	<b>77.7</b>	<b>18</b>	<b>617</b>
SYDNEY																						
		HEATHROW	BRITISH AIRWAYS PLC	S A	31	0	0	6.5	45.2	38.7	0.0	9.7	0.0	0.0	0.0	0.0	0.0	5	87.1	10	31	
		HEATHROW	BRITISH AIRWAYS PLC	S D	31	0	0	0.0	12.9	51.6	12.9	9.7	6.5	6.5	0.0	0.0	0.0	24	81.3	14	32	
		HEATHROW	QANTAS	S A	31	0	0	9.7	54.8	6.5	9.7	6.5	3.2	0.0	6.5	3.2	0.0	40	93.5	43	31	
		HEATHROW	QANTAS	S D	31	0	0	0.0	29.0	51.6	9.7	9.7	0.0	0.0	0.0	0.0	0.0	9	90.0	26	30	
<b>TOTAL SYDNEY</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>35.5</b>	<b>37.1</b>	<b>8.1</b>	<b>8.9</b>	<b>2.4</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>20</b>	<b>87.9</b>	<b>23</b>	<b>124</b>	
SZCZECIN (GOLENOW)																						
		BRISTOL	RYANAIR	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1	
		EDINBURGH	RYANAIR	S A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
		EDINBURGH	RYANAIR	S D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	52	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	13	
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	3	13	
	STANSTED	RYANAIR	S	A	22	0	0	13.6	59.1	13.6	4.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	7	91.7	8	24	
	STANSTED	RYANAIR	S	D	23	0	0	0.0	17.4	56.5	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	95.8	4	24	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>67</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>32.8</b>	<b>37.3</b>	<b>16.4</b>	<b>3.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>94.6</b>	<b>4</b>	<b>93</b>	
SZYMANY (MAZURY)																							
	LUTON	WIZZ AIR	S	A	9	0	0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9	
	LUTON	WIZZ AIR	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	100.0	3	9	
	STANSTED	RYANAIR	S	A	14	0	0	0.0	50.0	21.4	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	20	100.0	1	13	
	STANSTED	RYANAIR	S	D	14	0	0	0.0	28.6	42.9	14.3	0.0	7.1	7.1	0.0	0.0	0.0	0.0	20	100.0	1	13	
<b>TOTAL SZYMANY (MAZURY)</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>39.1</b>	<b>32.6</b>	<b>8.7</b>	<b>4.3</b>	<b>8.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>100.0</b>	<b>1</b>	<b>44</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: T				PERCENTAGE OF FLIGHTS LATE											MAR 2017				
				C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TAIPEI																							
	GATWICK	CHINA AIRLINES	S	A	19	0	0	21.1	26.3	31.6	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	GATWICK	CHINA AIRLINES	S	D	19	0	0	0.0	57.9	31.6	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	HEATHROW	EVA AIR	S	A	31	0	0	0.0	19.4	22.6	29.0	19.4	9.7	0.0	0.0	0.0	0.0	0.0	24	51.6	25	31	
	HEATHROW	EVA AIR	S	D	31	0	0	0.0	6.5	41.9	9.7	29.0	12.9	0.0	0.0	0.0	0.0	0.0	29	67.7	17	31	
<b>TOTAL TAIPEI</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>24.0</b>	<b>32.0</b>	<b>15.0</b>	<b>18.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>59.7</b>	<b>21</b>	<b>62</b>	
TALLIN																							
	GATWICK	AIR BALTIC	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GATWICK	AIR BALTIC	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	16.7	41.7	8.3	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	12	88.9	4	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	25.0	58.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	14	88.9	5	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	11.1	22.2	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	100.0	7	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1	
	STANSTED	RYANAIR	S	A	17	0	0	0.0	35.3	35.3	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	13	83.3	7	18	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	0.0	88.2	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	13	88.9	4	18	
<b>TOTAL TALLIN</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.8</b>	<b>48.8</b>	<b>15.0</b>	<b>2.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.5</b>	<b>5</b>	<b>56</b>	
TAMPA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	18.5	18.5	25.9	22.2	11.1	3.7	0.0	0.0	0.0	0.0	0.0	15	88.9	5	27	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	35.7	35.7	17.9	7.1	0.0	3.6	0.0	0.0	0.0	0.0	14	74.1	12	27	
<b>TOTAL TAMPA</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>30.9</b>	<b>20.0</b>	<b>9.1</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.5</b>	<b>9</b>	<b>54</b>	
TANGIERS (IBN BATUTA)																							
	GATWICK	AIR ARABIA MAROC	S	A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	8	
	GATWICK	AIR ARABIA MAROC	S	D	9	0	0	0.0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	62.5	14	8	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.0</b>	<b>9</b>	<b>16</b>	
TARBES-LOURDES INTERNATIONAL																							
	BRISTOL	ENTER AIR	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	155	0.0	0	0	
	LUTON	CORSAIR	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	STANSTED	RYANAIR	S	A	10	0	1	0.0	18.2	18.2	18.2	18.2	9.1	0.0	9.1	0.0	0.0	9.1	42	70.0	9	9	
	STANSTED	RYANAIR	S	D	11	0	0	0.0	0.0	36.4	27.3	18.2	18.2	0.0	0.0	0.0	0.0	0.0	32	90.0	6	9	
	MANCHESTER	EUROPE AIRPOST	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	MANCHESTER	ORANGE2FLY	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	115	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: T																		MAR 2017			
		NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE															
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	NEWCASTLE	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL</b>	<b>TARBES-LOURDES INTERNATIONAL</b>				<b>27</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>7.1</b>	<b>25.0</b>	<b>21.4</b>	<b>21.4</b>	<b>14.3</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>43</b>	<b>80.0</b>	<b>8</b>	<b>18</b>	
TASHKENT																							
	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	0.0	11.1	55.6	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	55.6	11	9	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	0.0	22.2	11.1	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	32	55.6	18	9	
<b>TOTAL</b>	<b>TASHKENT</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>11.1</b>	<b>27.8</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>55.6</b>	<b>15</b>	<b>18</b>	
TATRY-POPRAD																							
	LUTON	WIZZ AIR	S	A	14	0	0	35.7	35.7	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	7	16	
	LUTON	WIZZ AIR	S	D	14	0	0	0.0	50.0	35.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	9	16	
<b>TOTAL</b>	<b>TATRY-POPRAD</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>42.9</b>	<b>21.4</b>	<b>7.1</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>75.0</b>	<b>8</b>	<b>32</b>	
TBILISI																							
	GATWICK	GEORGIAN AIRWAYS	S	A	9	0	1	0.0	50.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	9	0.0	0	0	
	GATWICK	GEORGIAN AIRWAYS	S	D	9	0	1	0.0	20.0	60.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	11	0.0	0	0	
<b>TOTAL</b>	<b>TBILISI</b>				<b>18</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>35.0</b>	<b>40.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TEHRAN IMAM KHOMEINI																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	0.0	22.7	36.4	22.7	9.1	0.0	9.1	0.0	0.0	0.0	0.0	23	45.2	27	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	47.8	26.1	8.7	4.3	13.0	0.0	0.0	0.0	0.0	0.0	17	83.3	7	30	
	HEATHROW	IRAN AIR	S	A	13	0	0	0.0	15.4	30.8	23.1	15.4	7.7	0.0	7.7	0.0	0.0	0.0	35	38.5	53	13	
	HEATHROW	IRAN AIR	S	D	13	0	0	0.0	46.2	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	28	13	
<b>TOTAL</b>	<b>TEHRAN IMAM KHOMEINI</b>				<b>71</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.8</b>	<b>32.4</b>	<b>15.5</b>	<b>8.5</b>	<b>5.6</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>63.2</b>	<b>24</b>	<b>87</b>	
TEL AVIV																							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	0.0	16.7	41.7	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	20	92.3	4	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	0.0	46.2	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	30	46.2	17	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	66	0	0	9.1	28.8	39.4	12.1	9.1	0.0	1.5	0.0	0.0	0.0	0.0	12	75.4	13	65	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	68	0	0	0.0	22.1	47.1	11.8	10.3	5.9	0.0	2.9	0.0	0.0	0.0	21	80.3	12	66	
	HEATHROW	EL AL	S	A	47	0	1	18.8	20.8	25.0	16.7	10.4	0.0	2.1	4.2	0.0	0.0	2.1	22	76.0	16	50	
	HEATHROW	EL AL	S	D	47	0	1	2.1	16.7	37.5	8.3	22.9	4.2	4.2	0.0	2.1	0.0	2.1	39	59.2	19	49	
	LUTON	ALBINATI AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
	LUTON	ARKIA	C	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
	LUTON	ARKIA	C	D	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	89	0.0	0	0	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: T																	MAR 2017			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE													
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								8	10.2	22.0	25.4	20.3	11.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	1	6.8	10.2	22.0	25.4	20.3	11.9	1.7	0.0	0.0	0.0	1.7	29	60.0	16	50
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	0.0	1.8	63.2	17.5	17.5	0.0	0.0	0.0	0.0	0.0	0.0	16	70.0	15	50
	LUTON	EL AL	S	A	30	0	0	20.0	30.0	33.3	13.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	12	70.0	12	20
	LUTON	EL AL	S	D	29	0	0	0.0	24.1	41.4	10.3	13.8	3.4	3.4	3.4	0.0	0.0	0.0	27	31.6	35	19
	LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	61.5	23	13
	LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	38.5	21	13
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	2
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
	LUTON	WIZZ AIR	S	A	20	0	0	15.0	15.0	20.0	0.0	30.0	5.0	10.0	5.0	0.0	0.0	0.0	43	0.0	0	0
	LUTON	WIZZ AIR	S	D	21	0	0	0.0	4.8	47.6	4.8	28.6	14.3	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	0.0	0.0	10.0	10.0	30.0	20.0	10.0	10.0	0.0	0.0	10.0	81	44.4	30	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	27	55.6	16	9
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	45	9
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	30	9
<b>TOTAL TEL AVIV</b>					<b>490</b>	<b>0</b>	<b>4</b>	<b>5.9</b>	<b>16.4</b>	<b>38.5</b>	<b>14.4</b>	<b>15.2</b>	<b>4.7</b>	<b>2.6</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.8</b>	<b>25</b>	<b>67.5</b>	<b>17</b>	<b>462</b>
TENERIFE (SURREINA SOFIA)																						
	ABERDEEN	TUI AIRWAYS LTD	C	A	9	0	0	22.2	22.2	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	87.5	5	8
	ABERDEEN	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	22	87.5	4	8
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	12	9
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	11.1	11.1	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	5	9
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	4	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	11.1	0.0	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	25	9
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	14	0	0	35.7	28.6	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	13
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	14	0	0	7.1	21.4	57.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	92.3	4	13
	BIRMINGHAM	JET2.COM LTD	S	A	26	0	0	19.2	15.4	26.9	15.4	15.4	3.8	0.0	3.8	0.0	0.0	0.0	22	100.0	0	1
	BIRMINGHAM	JET2.COM LTD	S	D	26	0	0	0.0	26.9	50.0	11.5	0.0	7.7	0.0	3.8	0.0	0.0	0.0	21	100.0	5	1
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.0	16	40
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	5	40

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can				
BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	25	13	
BIRMINGHAM	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	46.2	31	13	
BIRMINGHAM	RYANAIR	S A	18	0	0	0	5.6	38.9	38.9	0.0	11.1	0.0	0.0	5.6	0.0	0.0	0.0	22	66.7	16	18	
BIRMINGHAM	RYANAIR	S D	18	0	0	0	0.0	5.6	72.2	11.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	27	72.2	21	18	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	10	0	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	76.9	28	13	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	10	0	0	0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	7	13	
BIRMINGHAM	TUI AIRWAYS LTD	C A	17	0	0	0	5.9	23.5	35.3	5.9	17.6	0.0	5.9	0.0	5.9	0.0	0.0	52	94.4	5	18	
BIRMINGHAM	TUI AIRWAYS LTD	C D	18	0	0	0	0.0	5.6	83.3	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	37	88.9	5	18	
BIRMINGHAM	VUELING AIRLINES	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	13	9	
BIRMINGHAM	VUELING AIRLINES	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	44.4	26	9	
BOURNEMOUTH	RYANAIR	S A	4	0	0	0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	80.0	5	5	
BOURNEMOUTH	RYANAIR	S D	4	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	4	5	
BOURNEMOUTH	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	15	9	
BOURNEMOUTH	TUI AIRWAYS LTD	C D	9	0	1	0	0.0	40.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	10.0	12	100.0	1	9	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	14	0	1	0	26.7	20.0	13.3	13.3	0.0	6.7	6.7	6.7	0.0	0.0	6.7	35	75.0	12	12	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	14	0	1	0	0.0	33.3	33.3	0.0	6.7	0.0	20.0	0.0	0.0	0.0	6.7	37	50.0	18	12	
BRISTOL	RYANAIR	S A	14	0	0	0	7.1	50.0	14.3	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	23	69.2	20	13	
BRISTOL	RYANAIR	S D	13	0	0	0	0.0	38.5	38.5	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	14	69.2	15	13	
BRISTOL	THOMAS COOK AIRLINES LTD	S A	9	0	0	0	0.0	22.2	55.6	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	44.4	19	9	
BRISTOL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0	0.0	44.4	44.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	20	66.7	16	9	
BRISTOL	TUI AIRWAYS LTD	C A	9	0	0	0	0.0	55.6	22.2	0.0	11.1	0.0	0.0	0.0	11.1	0.0	0.0	62	88.9	8	9	
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	44.4	33.3	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	46	77.8	15	9	
CARDIFF WALES	RYANAIR	S A	8	0	0	0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	14	8	
CARDIFF WALES	RYANAIR	S D	8	0	0	0	0.0	37.5	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	62.5	21	8	
CARDIFF WALES	TUI AIRWAYS LTD	C A	12	1	0	0	0.0	30.8	38.5	7.7	15.4	0.0	0.0	0.0	0.0	7.7	0.0	11	100.0	2	13	
CARDIFF WALES	TUI AIRWAYS LTD	C D	12	0	1	0	0.0	15.4	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	7.7	9	100.0	2	13	
DONCASTER SHEFFIELD	JET2.COM LTD	C A	1	0	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	13	0	0	0	7.7	38.5	38.5	0.0	0.0	7.7	0.0	7.7	0.0	0.0	0.0	22	85.7	7	14	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	13	0	0	0	0.0	46.2	23.1	7.7	15.4	0.0	0.0	7.7	0.0	0.0	0.0	22	84.6	7	13	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S A	1	0	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can				
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	245	0.0	0	0
EAST MIDLANDS INTERNATIONAL	DEUTSCHE RETTUNGSFLUGWACHT	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	20	0	0	45.0	20.0	0.0	15.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	94.1	4	17
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	18	0	0	0.0	50.0	33.3	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.2	9	17
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	24	0	0	4.2	37.5	33.3	12.5	8.3	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	15	91.7	7	24
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	24	0	0	0.0	12.5	58.3	16.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	10	24
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	18	0	0	22.2	27.8	0.0	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	76.5	14	17
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	18	0	0	0.0	27.8	50.0	5.6	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	94.1	10	17
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	13	0	0	7.7	30.8	30.8	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	92.3	3	13
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	13	0	0	0.0	38.5	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	84.6	6	13
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	12	0	1	15.4	38.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7.7	12	100.0	2	14	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	12	0	1	0.0	38.5	23.1	15.4	7.7	0.0	7.7	0.0	0.0	0.0	0.0	7.7	19	85.7	9	14	
EDINBURGH	JET2.COM LTD	S A	13	0	0	30.8	23.1	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	12	
EDINBURGH	JET2.COM LTD	S D	13	0	0	0.0	46.2	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	91.7	2	12	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S A	9	0	0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	16	12	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S D	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	7	12	
EDINBURGH	RYANAIR	S A	17	0	1	0.0	11.1	38.9	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	5.6	21	83.3	5	18	
EDINBURGH	RYANAIR	S D	17	0	1	0.0	5.6	72.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5.6	12	94.4	3	18	
EDINBURGH	TUI AIRWAYS LTD	C A	9	0	0	0.0	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	150	88.9	6	9	
EDINBURGH	TUI AIRWAYS LTD	C D	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	32	88.9	7	9	
EXETER	TUI AIRWAYS LTD	C A	11	2	0	7.7	38.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	4	92.9	4	14	
EXETER	TUI AIRWAYS LTD	C D	12	1	0	0.0	61.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	1	100.0	2	14	
GLASGOW	JET2.COM LTD	S A	23	0	0	21.7	34.8	17.4	17.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	10	94.4	8	18	
GLASGOW	JET2.COM LTD	S D	23	0	0	0.0	30.4	47.8	8.7	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	9	18	
GLASGOW	THOMAS COOK AIRLINES LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	26	
GLASGOW	THOMAS COOK AIRLINES LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	5	26	
GLASGOW	THOMAS COOK AIRLINES LTD	S A	27	0	1	10.7	28.6	21.4	10.7	7.1	14.3	3.6	0.0	0.0	0.0	0.0	3.6	25	0.0	0	0	
GLASGOW	THOMAS COOK AIRLINES LTD	S D	26	0	1	0.0	40.7	33.3	7.4	3.7	3.7	7.4	0.0	0.0	0.0	0.0	3.7	20	0.0	0	0	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: T

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PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE											Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can				
GLASGOW	TUI AIRWAYS LTD	C A	8	0	0	0.0	25.0	37.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	76.9	7	13	
GLASGOW	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	76.9	5	13	
JERSEY	GERMANIA FLUGGESELLSCHAFT	C A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	71	0.0	0	0	
JERSEY	GERMANIA FLUGGESELLSCHAFT	C D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
JERSEY	VOLOTEA	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	4	
JERSEY	VOLOTEA	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	25	4	
LEEDS BRADFORD	JET2.COM LTD	S A	24	0	3	22.2	22.2	18.5	7.4	0.0	7.4	3.7	7.4	0.0	0.0	11.1	32	78.3	11	23		
LEEDS BRADFORD	JET2.COM LTD	S D	25	0	2	0.0	14.8	48.1	7.4	11.1	0.0	3.7	7.4	0.0	0.0	7.4	32	87.0	5	23		
LEEDS BRADFORD	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	10		
LEEDS BRADFORD	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	90.0	8	10		
LEEDS BRADFORD	RYANAIR	S A	13	0	1	7.1	28.6	28.6	14.3	0.0	14.3	0.0	0.0	0.0	0.0	7.1	17	61.5	21	13		
LEEDS BRADFORD	RYANAIR	S D	13	0	1	0.0	7.1	42.9	21.4	7.1	7.1	0.0	0.0	7.1	0.0	7.1	69	84.6	12	13		
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	5		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	6	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	6	6		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	6	0	0	0.0	0.0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	6	6		
LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1		
LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1		
LIVERPOOL (JOHN LENNON)	TUI AIRWAYS LTD	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
GATWICK	AIR CONTRACTORS	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S A	53	0	0	18.9	26.4	26.4	13.2	13.2	1.9	0.0	0.0	0.0	0.0	0.0	12	81.8	14	33		
GATWICK	BRITISH AIRWAYS PLC	S D	53	0	0	0.0	20.8	54.7	9.4	15.1	0.0	0.0	0.0	0.0	0.0	0.0	12	75.8	18	33		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	61	0	0	41.0	34.4	4.9	8.2	3.3	4.9	0.0	3.3	0.0	0.0	0.0	14	75.4	12	61		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	61	0	0	0.0	13.1	60.7	11.5	4.9	4.9	1.6	3.3	0.0	0.0	0.0	23	66.1	16	62		
GATWICK	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.7	23	26		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

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ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.5	6	26		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	23	0	0	8.7	30.4	26.1	13.0	13.0	8.7	0.0	0.0	0.0	0.0	0.0	17	82.6	7	23		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	23	0	0	0.0	21.7	52.2	4.3	13.0	8.7	0.0	0.0	0.0	0.0	0.0	17	91.3	5	23		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	15.4	38.5	15.4	7.7	0.0	15.4	7.7	0.0	0.0	0.0	0.0	27	70.6	11	17		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	38.5	38.5	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	20	88.2	11	17		
GATWICK	TUI AIRWAYS LTD	C	A	31	0	0	6.5	9.7	35.5	29.0	12.9	3.2	0.0	3.2	0.0	0.0	0.0	27	55.6	20	36		
GATWICK	TUI AIRWAYS LTD	C	D	31	0	0	0.0	16.1	71.0	6.5	0.0	3.2	0.0	3.2	0.0	0.0	0.0	19	86.1	9	36		
HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	30.8	30.8	7.7	15.4	0.0	7.7	7.7	0.0	0.0	0.0	0.0	22	88.9	12	9		
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	14.3	64.3	7.1	0.0	7.1	7.1	0.0	0.0	0.0	0.0	25	66.7	15	9		
LUTON	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.3	22	30		
LUTON	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	14	30		
LUTON	RYANAIR	S	A	8	0	0	12.5	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	5	9		
LUTON	RYANAIR	S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	10	9		
LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	55.6	23	9		
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	8	9		
STANSTED	JET2.COM LTD	S	A	27	0	1	7.1	17.9	42.9	7.1	7.1	10.7	3.6	0.0	0.0	0.0	3.6	23	100.0	15	1		
STANSTED	JET2.COM LTD	S	D	28	0	0	0.0	25.0	53.6	10.7	7.1	3.6	0.0	0.0	0.0	0.0	0.0	10	0.0	20	1		
STANSTED	RYANAIR	S	A	39	0	0	10.3	28.2	20.5	20.5	15.4	2.6	0.0	2.6	0.0	0.0	0.0	21	50.0	21	38		
STANSTED	RYANAIR	S	D	39	0	0	0.0	10.3	61.5	15.4	5.1	5.1	0.0	2.6	0.0	0.0	0.0	18	92.3	5	39		
STANSTED	THOMAS COOK AIRLINES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	7	10		
STANSTED	THOMAS COOK AIRLINES LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	10		
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	5	9		
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	9		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	45.5	27.3	6.1	3.0	9.1	6.1	3.0	0.0	0.0	0.0	0.0	16	85.3	7	34		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	0.0	23.5	55.9	5.9	5.9	5.9	2.9	0.0	0.0	0.0	0.0	17	85.3	9	34		
MANCHESTER	JET2.COM LTD	S	A	47	0	1	12.5	33.3	18.8	12.5	4.2	16.7	0.0	0.0	0.0	0.0	2.1	19	71.0	33	31		
MANCHESTER	JET2.COM LTD	S	D	47	0	1	0.0	10.4	62.5	4.2	8.3	10.4	2.1	0.0	0.0	0.0	2.1	19	80.6	7	31		

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					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
MANCHESTER	MONARCH AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	56.8	12	37
MANCHESTER	MONARCH AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	37
MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	9	7
MANCHESTER	NORWEGIAN AIR INTERNATIONAL	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	11	7
MANCHESTER	RYANAIR	S A	29	0	0	6.9	27.6	27.6	13.8	20.7	0.0	3.4	0.0	0.0	0.0	0.0	0.0	19	84.4	10	32
MANCHESTER	RYANAIR	S D	28	0	0	0.0	10.7	53.6	14.3	17.9	3.6	0.0	0.0	0.0	0.0	0.0	0.0	16	78.1	11	32
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	38	0	0	0.0	15.8	28.9	28.9	15.8	7.9	0.0	2.6	0.0	0.0	0.0	0.0	31	83.9	9	31
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	37	0	0	0.0	10.8	51.4	16.2	8.1	10.8	0.0	0.0	2.7	0.0	0.0	0.0	31	87.1	14	31
MANCHESTER	TUI AIRWAYS LTD	C A	41	0	0	7.3	24.4	24.4	19.5	12.2	7.3	0.0	0.0	4.9	0.0	0.0	0.0	59	80.5	11	41
MANCHESTER	TUI AIRWAYS LTD	C D	40	0	0	0.0	12.5	62.5	20.0	0.0	2.5	0.0	0.0	2.5	0.0	0.0	0.0	21	87.5	5	40
MANCHESTER	TUI AIRWAYS LTD	S D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	110	0.0	0	0
MANCHESTER	Unknown	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
MANCHESTER	VUELING AIRLINES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	8
MANCHESTER	VUELING AIRLINES	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	35	9
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	44.4	22.2	0.0	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	34	100.0	2	9
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	8	9
NEWCASTLE	JET2.COM LTD	S A	18	0	0	38.9	33.3	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.2	6	17
NEWCASTLE	JET2.COM LTD	S D	18	0	0	0.0	22.2	55.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	82.4	9	17
NEWCASTLE	RYANAIR	S A	13	0	0	38.5	23.1	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	7	10
NEWCASTLE	RYANAIR	S D	13	0	0	0.0	15.4	38.5	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	12	10
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	14	0	0	14.3	35.7	21.4	7.1	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	24	84.6	10	13
NEWCASTLE	THOMAS COOK AIRLINES LTD	S D	14	0	0	0.0	14.3	57.1	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	22	92.3	3	13
NEWCASTLE	TUI AIRWAYS LTD	S A	10	0	0	10.0	30.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	92.3	3	13
NEWCASTLE	TUI AIRWAYS LTD	S D	11	0	0	0.0	9.1	45.5	27.3	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	2	13
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S A	7	0	0	57.1	0.0	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	40	8
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S D	7	0	0	0.0	42.9	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	62.5	13	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>2022</b>	<b>4</b>	<b>20</b>	<b>8.7</b>	<b>24.4</b>	<b>38.6</b>	<b>11.4</b>	<b>8.3</b>	<b>4.5</b>	<b>1.3</b>	<b>1.1</b>	<b>0.5</b>	<b>0.2</b>	<b>1.0</b>	<b>20</b>	<b>80.2</b>	<b>11</b>	<b>2230</b>	
TETERBORO	GATWICK	NETJETS TRANSPORTES AEREOS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: T		PERCENTAGE OF FLIGHTS LATE											MAR 2017		
										NUMBER OF FLIGHTS															
										MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1			
<b>TOTAL TETERBORO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>2</b>			
THIRA (SANTORINI)																									
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	27	100.0	0	2			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	8	2			
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
<b>TOTAL THIRA (SANTORINI)</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>45.5</b>	<b>27.3</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>100.0</b>	<b>4</b>	<b>4</b>			
TIANJIN																									
	GATWICK	TIANJIN AIRLINES	S	A	8	0	0	0.0	0.0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	39	33.3	26	9			
	GATWICK	TIANJIN AIRLINES	S	D	8	0	0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	7	9			
<b>TOTAL TIANJIN</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>31.3</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>61.1</b>	<b>16</b>	<b>18</b>			
TIMISOARA																									
	LUTON	WIZZ AIR	S	A	31	0	0	25.8	25.8	22.6	6.5	12.9	3.2	3.2	0.0	0.0	0.0	0.0	17	90.3	12	31			
	LUTON	WIZZ AIR	S	D	31	0	0	0.0	9.7	48.4	12.9	16.1	3.2	6.5	3.2	0.0	0.0	0.0	33	83.9	14	31			
	STANSTED	RYANAIR	S	A	24	0	0	20.8	58.3	16.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	2	87.1	4	31				
	STANSTED	RYANAIR	S	D	24	0	0	0.0	0.0	54.2	29.2	12.5	4.2	0.0	0.0	0.0	0.0	0.0	20	58.1	14	31			
<b>TOTAL TIMISOARA</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>22.7</b>	<b>35.5</b>	<b>11.8</b>	<b>11.8</b>	<b>2.7</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>79.8</b>	<b>11</b>	<b>124</b>			
TIRANA																									
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	7.4	37.0	22.2	11.1	14.8	7.4	0.0	0.0	0.0	0.0	0.0	14	81.0	10	20			
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	10.7	71.4	7.1	3.6	7.1	0.0	0.0	0.0	0.0	0.0	13	85.7	12	21			
	GATWICK	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	29	1			
<b>TOTAL TIRANA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>23.2</b>	<b>46.4</b>	<b>8.9</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.4</b>	<b>11</b>	<b>42</b>			
TIREE																									
	GLASGOW	LOGANAIR LTD	S	A	51	1	6	20.7	36.2	12.1	6.9	5.2	6.9	0.0	0.0	0.0	1.7	10.3	11	81.5	16	54			
	GLASGOW	LOGANAIR LTD	S	D	53	2	6	0.0	32.8	27.9	11.5	4.9	8.2	1.6	0.0	0.0	3.3	9.8	17	75.0	18	56			
<b>TOTAL TIREE</b>					<b>104</b>	<b>3</b>	<b>12</b>	<b>10.1</b>	<b>34.5</b>	<b>20.2</b>	<b>9.2</b>	<b>5.0</b>	<b>7.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>10.1</b>	<b>14</b>	<b>78.2</b>	<b>17</b>	<b>110</b>		
TIVAT																									
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	6	2			
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	2			
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	2			
<b>TOTAL TIVAT</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>2</b>	<b>8</b>			

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
TOBAGO																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	3	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	7	0	0	57.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	9	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0.0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	75.0	9	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	3	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
<b>TOTAL TOBAGO</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>19.4</b>	<b>38.9</b>	<b>8.3</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>86.5</b>	<b>5</b>	<b>37</b>
TOKYO (HANEDA)																						
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	29.0	35.5	25.8	9.7	0.0	0.0	0.0	0.0	0.0	0.0	3	77.4	8	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	0.0	25.8	61.3	12.9	0.0	0.0	0.0	0.0	0.0	0.0	5	96.8	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	32.3	19.4	9.7	6.5	0.0	0.0	0.0	0.0	0.0	6	83.9	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	51.6	19.4	6.5	0.0	0.0	0.0	0.0	0.0	10	74.2	13	31	
	HEATHROW	JAPAN AIRLINES	S	A	62	0	0	24.2	48.4	22.6	3.2	0.0	1.6	0.0	0.0	0.0	0.0	3	96.8	4	31	
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	0.0	30.6	53.2	9.7	6.5	0.0	0.0	0.0	0.0	0.0	8	100.0	1	31	
<b>TOTAL TOKYO (HANEDA)</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>34.3</b>	<b>38.7</b>	<b>9.7</b>	<b>3.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.2</b>	<b>6</b>	<b>186</b>
TOKYO (NARITA)																						
	HEATHROW	AEROFLOT	S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	10	7	
	HEATHROW	AEROFLOT	S	D	8	0	1	0.0	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	11.1	5	88.9	6	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	41.9	16.1	3.2	0.0	6.5	0.0	0.0	0.0	0.0	7	96.8	3	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	51.6	22.6	16.1	0.0	0.0	0.0	0.0	0.0	16	77.4	13	31	
<b>TOTAL TOKYO (NARITA)</b>					<b>79</b>	<b>0</b>	<b>1</b>	<b>13.8</b>	<b>28.8</b>	<b>37.5</b>	<b>10.0</b>	<b>6.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>87.2</b>	<b>8</b>	<b>78</b>
TOLLERTON NOTTINGHAM																						
	GATWICK	RYANAIR	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL TOLLERTON NOTTINGHAM</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TORONTO																						
	GLASGOW	AIR TRANSAT	S	A	9	0	1	0.0	30.0	20.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	10.0	34	100.0	2	5
	GLASGOW	AIR TRANSAT	S	D	9	0	1	0.0	30.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	10.0	25	80.0	7	5
	GATWICK	AIR TRANSAT	S	A	31	0	0	3.2	12.9	22.6	29.0	16.1	9.7	3.2	3.2	0.0	0.0	0.0	32	51.6	26	31
	GATWICK	AIR TRANSAT	S	D	31	0	0	0.0	19.4	35.5	19.4	16.1	6.5	0.0	3.2	0.0	0.0	0.0	26	58.1	26	31
	GATWICK	WEST JET AIRLINES	S	A	31	0	0	12.9	38.7	22.6	3.2	19.4	0.0	3.2	0.0	0.0	0.0	14	25.8	33	31	
	GATWICK	WEST JET AIRLINES	S	D	31	0	0	0.0	6.5	48.4	22.6	16.1	3.2	3.2	0.0	0.0	0.0	24	51.6	24	31	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: T		PERCENTAGE OF FLIGHTS LATE													MAR 2017		
						NUMBER OF FLIGHTS																	
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
TORONTO		HEATHROW	AIR CANADA	S	A	123	0	2	6.4	14.4	24.8	22.4	19.2	8.8	2.4	0.0	0.0	0.0	1.6	25	58.8	20	119
TORONTO		HEATHROW	AIR CANADA	S	D	123	0	1	0.0	19.4	47.6	15.3	12.9	2.4	0.8	0.8	0.0	0.0	0.8	16	89.1	8	119
TORONTO		HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	8.1	37.1	32.3	9.7	6.5	4.8	0.0	1.6	0.0	0.0	0.0	14	76.7	12	60
TORONTO		HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	21.0	53.2	14.5	6.5	3.2	0.0	1.6	0.0	0.0	0.0	16	79.0	18	62
TORONTO		LUTON	ACM AIR CHARTER LUFTFAHT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
TORONTO		MANCHESTER	AIR TRANSAT	S	A	9	0	0	0.0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	43	25.0	40	4
TORONTO		MANCHESTER	AIR TRANSAT	S	D	9	0	0	0.0	11.1	66.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	50.0	51	4
<b>TOTAL TORONTO</b>						<b>530</b>	<b>0</b>	<b>5</b>	<b>3.4</b>	<b>20.4</b>	<b>36.8</b>	<b>17.0</b>	<b>13.3</b>	<b>5.6</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>21</b>	<b>68.0</b>	<b>18</b>	<b>503</b>
TOULOUSE (BLAGNAC)		BIRMINGHAM	FLYBE LTD	S	A	10	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	13	66.7	18	23	
TOULOUSE (BLAGNAC)		BIRMINGHAM	FLYBE LTD	S	D	10	0	0	0.0	0.0	80.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	16	70.8	20	24	
TOULOUSE (BLAGNAC)		BIRMINGHAM	TUI AIRWAYS LTD	C	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
TOULOUSE (BLAGNAC)		BIRMINGHAM	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
TOULOUSE (BLAGNAC)		BRISTOL	EASTERN AIRWAYS	C	A	33	0	0	18.2	39.4	15.2	0.0	21.2	6.1	0.0	0.0	0.0	0.0	15	81.1	9	37	
TOULOUSE (BLAGNAC)		BRISTOL	EASTERN AIRWAYS	C	D	31	0	0	3.2	35.5	35.5	12.9	9.7	0.0	3.2	0.0	0.0	0.0	15	75.0	16	36	
TOULOUSE (BLAGNAC)		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	17	0	4	4.8	23.8	23.8	4.8	9.5	14.3	0.0	0.0	0.0	19.0	23	70.0	33	20	
TOULOUSE (BLAGNAC)		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	17	0	4	0.0	19.0	33.3	4.8	14.3	9.5	0.0	0.0	0.0	19.0	23	80.0	28	20	
TOULOUSE (BLAGNAC)		CARDIFF WALES	ALBA STAR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
TOULOUSE (BLAGNAC)		CARDIFF WALES	ALBA STAR	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	95	0.0	0	0	
TOULOUSE (BLAGNAC)		CARDIFF WALES	AVANTI AIR BEDARFSFLUGGES	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
TOULOUSE (BLAGNAC)		CARDIFF WALES	AVANTI AIR BEDARFSFLUGGES	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
TOULOUSE (BLAGNAC)		CARDIFF WALES	ENTER AIR	C	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
TOULOUSE (BLAGNAC)		CARDIFF WALES	ENTER AIR	C	D	3	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	33.3	0.0	280	0.0	0	0	
TOULOUSE (BLAGNAC)		CARDIFF WALES	THOMAS COOK BELGIUM	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
TOULOUSE (BLAGNAC)		CARDIFF WALES	THOMAS COOK BELGIUM	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
TOULOUSE (BLAGNAC)		DONCASTER SHEFFIELD	FLYBE LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
TOULOUSE (BLAGNAC)		EDINBURGH	BA CITYFLYER LTD	C	A	2	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
TOULOUSE (BLAGNAC)		EDINBURGH	BA CITYFLYER LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
TOULOUSE (BLAGNAC)		EDINBURGH	RYANAIR	S	A	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
TOULOUSE (BLAGNAC)		EDINBURGH	RYANAIR	S	D	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	78	0	3	16.0	37.0	14.8	13.6	12.3	1.2	0.0	1.2	0.0	0.0	3.7	13	80.5	14	81
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	78	0	2	1.3	26.3	37.5	15.0	8.8	7.5	0.0	1.3	0.0	0.0	2.5	19	75.6	15	81
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	50.0	17	4
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	5	19.4	38.7	19.4	8.6	6.5	2.2	0.0	0.0	0.0	0.0	5.4	8	85.1	7	87
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	5	0.0	36.6	39.8	6.5	9.7	2.2	0.0	0.0	0.0	0.0	5.4	10	90.8	5	87
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	11.1	29.6	14.8	7.4	14.8	7.4	11.1	3.7	0.0	0.0	0.0	43	81.5	10	27
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	0.0	19.2	46.2	3.8	11.5	15.4	3.8	0.0	0.0	0.0	0.0	32	85.2	8	27
	STANSTED	RYANAIR	S	A	60	0	2	6.5	30.6	17.7	17.7	9.7	12.9	1.6	0.0	0.0	0.0	3.2	23	40.0	32	34
	STANSTED	RYANAIR	S	D	59	0	3	0.0	11.3	50.0	17.7	8.1	6.5	1.6	0.0	0.0	0.0	4.8	21	80.0	8	34
	MANCHESTER	FLYBE LTD	S	A	24	0	1	0.0	12.0	52.0	16.0	4.0	8.0	4.0	0.0	0.0	0.0	4.0	21	72.0	22	24
	MANCHESTER	FLYBE LTD	S	D	24	0	1	0.0	0.0	68.0	16.0	4.0	8.0	0.0	0.0	0.0	0.0	4.0	17	76.0	21	25
	MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	100.0	0	4
	MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	100.0	0	4
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>720</b>	<b>0</b>	<b>30</b>	<b>6.7</b>	<b>29.1</b>	<b>31.7</b>	<b>10.8</b>	<b>10.0</b>	<b>5.9</b>	<b>1.1</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>4.0</b>	<b>18</b>	<b>78.2</b>	<b>14</b>	<b>688</b>
TOURS																						
	STANSTED	RYANAIR	S	A	10	0	0	0.0	20.0	30.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	3	9
	STANSTED	RYANAIR	S	D	10	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	6	9
<b>TOTAL TOURS</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>40.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>80.0</b>	<b>4</b>	<b>18</b>
TREVISO																						
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	10	0	0	0.0	20.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	18	54.5	17	11
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	10	0	0	0.0	0.0	80.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	5	11
	EDINBURGH	RYANAIR	S	A	12	0	1	23.1	38.5	0.0	7.7	7.7	15.4	0.0	0.0	0.0	0.0	7.7	19	0.0	0	0
	EDINBURGH	RYANAIR	S	D	12	0	1	0.0	23.1	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	7.7	10	0.0	0	0
	LEEDS BRADFORD	RYANAIR	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	10	1
	LEEDS BRADFORD	RYANAIR	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	STANSTED	RYANAIR	S	A	84	0	2	3.5	34.9	20.9	15.1	11.6	8.1	3.5	0.0	0.0	0.0	2.3	23	83.3	8	83
	STANSTED	RYANAIR	S	D	83	0	2	0.0	8.2	58.8	16.5	9.4	4.7	0.0	0.0	0.0	0.0	2.4	17	84.5	7	84
<b>TOTAL TREVISO</b>					<b>215</b>	<b>0</b>	<b>6</b>	<b>2.7</b>	<b>21.3</b>	<b>40.3</b>	<b>15.4</b>	<b>10.0</b>	<b>6.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>19</b>	<b>83.4</b>	<b>8</b>	<b>192</b>
TRIESTE (RONCHI DEI LEGIONARI)																						
	STANSTED	RYANAIR	S	A	14	0	0	0.0	14.3	35.7	28.6	14.3	0.0	7.1	0.0	0.0	0.0	0.0	27	76.9	7	13

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	STANSTED	RYANAIR	S	D	14	0	0	0.0	7.1	57.1	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	18	92.3	6	13
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>46.4</b>	<b>25.0</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>84.6</b>	<b>7</b>	<b>26</b>
TROMSOE																						
	BOURNEMOUTH	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BOURNEMOUTH	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BRISTOL	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	36	100.0	0	1	
	BRISTOL	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	8	7	
	GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	2	0	1	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	8	57.1	14	6	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	11	0	1	16.7	33.3	25.0	0.0	8.3	0.0	8.3	0.0	0.0	8.3	25	45.5	28	11	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	11	0	0	0.0	54.5	27.3	0.0	18.2	0.0	0.0	0.0	0.0	0.0	8	63.6	12	11	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	92	50.0	18	2	
	MANCHESTER	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	2	
	NEWCASTLE	GERMANIA FLUGGESELLSCHAFT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	NEWCASTLE	GERMANIA FLUGGESELLSCHAFT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL TROMSOE</b>					<b>34</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>38.9</b>	<b>30.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>18</b>	<b>61.2</b>	<b>15</b>	<b>45</b>
TRONDHEIM (VAERNES)																						
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	24	0	0	20.8	33.3	25.0	16.7	0.0	4.2	0.0	0.0	0.0	0.0	9	100.0	3	5	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: T		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAR 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
		GATWICK		NORWEGIAN AIR INTERNATIONAL	S	D	24	0	0	0.0	66.7	25.0	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	5		
		GATWICK		NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	4	14			
		GATWICK		NORWEGIAN AIR SHUTTLE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	6	14			
<b>TOTAL TRONDHEIM (VAERNES)</b>							<b>48</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>50.0</b>	<b>25.0</b>	<b>10.4</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.1</b>	<b>5</b>	<b>38</b>			
TUNIS																										
		GATWICK		TUNISAIR	S	A	13	0	0	0.0	7.7	38.5	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	22	20.0	27	10		
		GATWICK		TUNISAIR	S	D	13	0	0	0.0	7.7	23.1	46.2	0.0	15.4	0.0	0.0	7.7	0.0	0.0	71	0.0	46	10		
		HEATHROW		TUNISAIR	S	A	17	0	0	0.0	0.0	17.6	17.6	41.2	5.9	5.9	11.8	0.0	0.0	0.0	72	41.2	39	17		
		HEATHROW		TUNISAIR	S	D	17	0	0	0.0	5.9	5.9	11.8	41.2	17.6	5.9	11.8	0.0	0.0	0.0	81	41.2	40	17		
<b>TOTAL TUNIS</b>							<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>20.0</b>	<b>25.0</b>	<b>26.7</b>	<b>11.7</b>	<b>3.3</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>29.6</b>	<b>39</b>	<b>54</b>		
TURIN																										
		BIRMINGHAM		FLYBE LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2			
		BIRMINGHAM		FLYBE LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1			
		BIRMINGHAM		FLYBE LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1			
		BIRMINGHAM		JET2.COM LTD	S	A	9	0	0	11.1	33.3	33.3	0.0	0.0	0.0	11.1	11.1	0.0	0.0	0.0	45	0.0	0	0		
		BIRMINGHAM		JET2.COM LTD	S	D	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
		BIRMINGHAM		MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4			
		BIRMINGHAM		MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4			
		BIRMINGHAM		TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	7	4		
		BIRMINGHAM		TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	30	75.0	6	4		
		BOURNEMOUTH		TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	101	0.0	0	0		
		BRISTOL		BMI REGIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
		BRISTOL		EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	104	100.0	6	4		
		BRISTOL		EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	109	75.0	8	4		
		BRISTOL		TUI AIRWAYS LTD	C	A	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	128	100.0	0	4		
		BRISTOL		TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	137	100.0	5	4		
		EDINBURGH		JET2.COM LTD	S	A	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	25.0	19	4		
		EDINBURGH		JET2.COM LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	4		
		GLASGOW		TUI AIRWAYS LTD	C	A	4	0	0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	3	4		
		GLASGOW		TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	75.0	8	4		
		GATWICK		BRITISH AIRWAYS PLC	S	A	69	0	0	26.1	39.1	5.8	10.1	10.1	7.2	1.4	0.0	0.0	0.0	0.0	15	98.1	1	54		
		GATWICK		BRITISH AIRWAYS PLC	S	D	69	0	0	0.0	39.1	29.0	10.1	14.5	7.2	0.0	0.0	0.0	0.0	0.0	15	94.4	5	54		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: T		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAR 2017		
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	17.4	30.4	26.1	8.7	0.0	17.4	0.0	0.0	0.0	0.0	0.0	18	45.0	22	20					
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	0.0	34.8	34.8	17.4	4.3	8.7	0.0	0.0	0.0	0.0	0.0	15	71.4	15	20					
GATWICK	GERMANIA FLUGGESELLSCHAFT	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4					
GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	4					
GATWICK	TITAN AIRWAYS LTD	C	A	9	0	0	0.0	22.2	55.6	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	28	75.0	10	4					
GATWICK	TITAN AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	50.0	35	8					
GATWICK	TITAN AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	57	4					
GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	25.0	25.0	12.5	0.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	32	85.7	17	7					
GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	75.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	34	100.0	5	6					
HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	0	0.0	28.6	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0					
HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
LUTON	ALBINATI AVIATION	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1					
LUTON	BLUE AIR TRANSPORT AERIAN	S	A	16	0	0	0.0	31.3	43.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	17	18					
LUTON	BLUE AIR TRANSPORT AERIAN	S	D	16	0	0	0.0	0.0	68.8	12.5	12.5	0.0	6.3	0.0	0.0	0.0	0.0	19	77.8	24	18					
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	16.7	33.3	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	16	75.0	18	4					
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	9	4					
STANSTED	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0					
STANSTED	JET2.COM LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0					
STANSTED	JET2.COM LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0					
STANSTED	RYANAIR	S	A	31	0	0	0.0	25.8	41.9	12.9	12.9	6.5	0.0	0.0	0.0	0.0	0.0	18	77.4	10	31					
STANSTED	RYANAIR	S	D	31	0	0	0.0	6.5	67.7	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	14	93.5	5	31					
STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	4					
STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	12	4					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	56	100.0	1	4					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	100.0	4	4					
MANCHESTER	JET2.COM LTD	S	A	14	0	0	0.0	57.1	0.0	7.1	14.3	14.3	7.1	0.0	0.0	0.0	0.0	33	62.5	8	8					

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAR 2017		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	0.0	21.4	50.0	7.1	0.0	14.3	7.1	0.0	0.0	0.0	0.0	25	100.0	1	8			
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4			
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4			
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	28.6	14.3	14.3	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	19	83.3	12	6			
	MANCHESTER	TUI AIRWAYS LTD	C	D	6	0	0	0.0	33.3	33.3	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	22	80.0	6	5			
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1			
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
<b>TOTAL TURIN</b>					<b>468</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>27.6</b>	<b>34.0</b>	<b>12.0</b>	<b>10.0</b>	<b>7.3</b>	<b>1.3</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>83.4</b>	<b>10</b>	<b>397</b>			
TUZLA																									
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4			
	LUTON	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4			
<b>TOTAL TUZLA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>8</b>			

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: U

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
UMEA	MANCHESTER	THOMAS COOK SCANDANAVIA	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	67	0.0	0	0
<b>TOTAL UMEA</b>					<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
Unknown	BRISTOL	AVANTI AIR BEDARFSFLUGGES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	BRISTOL	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	2	
	BRISTOL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	2	
	MANCHESTER	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
	MANCHESTER	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL Unknown</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>42.9</b>	<b>29</b>	<b>7</b>	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAR 2017			
					MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
VAGAR	EDINBURGH	ATLANTIC AIRWAYS	S	A	7	0	0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	48	2
	EDINBURGH	ATLANTIC AIRWAYS	S	D	7	0	0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	34	2
<b>TOTAL VAGAR</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>78.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>41</b>	<b>4</b>
VALENCIA	BRISTOL	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	BRISTOL	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	2
	EDINBURGH	RYANAIR	S	A	13	0	0	30.8	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	EDINBURGH	RYANAIR	S	D	13	0	1	0.0	35.7	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	7.1	10	0.0	0	0
	GLASGOW	RYANAIR	S	A	8	0	1	0.0	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	50.0	9	2
	GLASGOW	RYANAIR	S	D	8	0	1	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	3	100.0	3	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	20	0	0	40.0	30.0	5.0	10.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	15	72.2	8	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	20	0	0	0.0	30.0	50.0	5.0	0.0	5.0	10.0	0.0	0.0	0.0	0.0	20	88.9	7	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	16.7	37.5	22.2	8.3	8.3	5.6	1.4	0.0	0.0	0.0	0.0	14	68.5	20	73
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	0.0	31.9	44.4	13.9	6.9	2.8	0.0	0.0	0.0	0.0	0.0	11	72.2	15	72
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	35.7	21.4	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	19	92.3	9	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	7.1	57.1	14.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	16	92.3	3	13
	STANSTED	RYANAIR	S	A	30	0	0	3.3	46.7	23.3	10.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	16	74.2	22	31
	STANSTED	RYANAIR	S	D	30	0	1	0.0	12.9	61.3	12.9	3.2	6.5	0.0	0.0	0.0	0.0	3.2	15	87.1	7	31
	MANCHESTER	RYANAIR	S	A	10	0	0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	6	10
	MANCHESTER	RYANAIR	S	D	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	14	80.0	13	10
<b>TOTAL VALENCIA</b>					<b>346</b>	<b>0</b>	<b>4</b>	<b>8.0</b>	<b>32.3</b>	<b>35.7</b>	<b>10.9</b>	<b>6.6</b>	<b>4.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>76.8</b>	<b>14</b>	<b>297</b>
VANCOUVER	GATWICK	AIR TRANSAT	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9
	GATWICK	AIR TRANSAT	S	D	3	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9
	HEATHROW	AIR CANADA	S	A	31	0	0	6.5	32.3	35.5	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	11	77.4	8	31
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	29.0	51.6	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	10	96.8	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	25.8	32.3	6.5	6.5	12.9	3.2	0.0	0.0	0.0	0.0	23	67.7	19	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	12.9	41.9	12.9	16.1	12.9	3.2	0.0	0.0	0.0	0.0	28	58.1	23	31
<b>TOTAL VANCOUVER</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>27.7</b>	<b>38.5</b>	<b>12.3</b>	<b>7.7</b>	<b>6.9</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.1</b>	<b>13</b>	<b>142</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

		Origin/Destinations: V																	MAR 2017				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE														
ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
VARADERO																							
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	40.0	28	5	
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	5	5	
	MANCHESTER	CONDOR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	18	25.0	69	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	25	60.0	38	5	
<b>TOTAL VARADERO</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>10.5</b>	<b>42.1</b>	<b>21.1</b>	<b>15.8</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>55.0</b>	<b>32</b>	<b>20</b>	
VARNA																							
	LUTON	WIZZ AIR	S	A	26	0	0	30.8	42.3	11.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	23	
	LUTON	WIZZ AIR	S	D	26	0	0	0.0	11.5	53.8	23.1	3.8	3.8	0.0	3.8	0.0	0.0	0.0	22	100.0	0	23	
<b>TOTAL VARNA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>26.9</b>	<b>32.7</b>	<b>17.3</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>100.0</b>	<b>1</b>	<b>46</b>	
VASTERAS																							
	STANSTED	RYANAIR	S	A	17	0	0	0.0	35.3	35.3	17.6	5.9	0.0	0.0	0.0	5.9	0.0	0.0	34	94.4	1	18	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	0.0	76.5	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	13	100.0	4	18	
<b>TOTAL VASTERAS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>55.9</b>	<b>14.7</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>97.2</b>	<b>3</b>	<b>36</b>	
VENICE																							
	BIRMINGHAM	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9	
	BIRMINGHAM	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	27	0	4	29.0	38.7	6.5	6.5	3.2	3.2	0.0	0.0	0.0	0.0	12.9	6	75.0	16	20	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	28	0	4	0.0	28.1	34.4	9.4	12.5	3.1	0.0	0.0	0.0	0.0	12.5	12	65.0	20	20	
	BRISTOL	RYANAIR	S	A	18	0	0	5.6	22.2	38.9	11.1	11.1	5.6	0.0	5.6	0.0	0.0	0.0	25	70.0	16	10	
	BRISTOL	RYANAIR	S	D	18	0	0	0.0	61.1	27.8	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	90.0	10	10	
	CARDIFF WALES	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	FLYBE LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	CARDIFF WALES	FLYBE LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	11.8	41.2	29.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	5.9	5	88.9	6	18	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	16	0	1	0.0	11.8	52.9	11.8	11.8	5.9	0.0	0.0	0.0	0.0	5.9	14	55.6	13	18	
	EDINBURGH	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1	
	EDINBURGH	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1	
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	96	0	1	15.5	44.3	14.4	10.3	7.2	5.2	2.1	0.0	0.0	0.0	1.0	14	89.6	6	96	
	GATWICK	BRITISH AIRWAYS PLC	S	D	96	0	1	0.0	39.2	39.2	7.2	8.2	4.1	1.0	0.0	0.0	0.0	1.0	12	85.6	10	97	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	113	0	1	17.5	34.2	25.4	10.5	7.0	0.9	3.5	0.0	0.0	0.0	0.9	12	77.9	12	113	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	113	0	1	0.0	23.7	50.0	9.6	9.6	3.5	2.6	0.0	0.0	0.0	0.9	16	78.8	9	113	
	GATWICK	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9	
	GATWICK	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	3	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	67	0	0	10.4	38.8	26.9	11.9	1.5	9.0	0.0	1.5	0.0	0.0	0.0	16	89.1	5	64	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	67	0	0	0.0	23.9	49.3	13.4	9.0	3.0	1.5	0.0	0.0	0.0	0.0	15	90.6	5	64	
	LONDON CITY	BA CITYFLYER LTD	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	2	
	LONDON CITY	BA CITYFLYER LTD	S	D	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	22	2	
	LUTON	AIR HAMBURG	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	1	15.6	28.1	31.3	6.3	6.3	9.4	0.0	0.0	0.0	0.0	3.1	13	61.3	14	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	19.4	64.5	3.2	3.2	6.5	0.0	0.0	0.0	0.0	3.2	11	71.0	12	31	
	LUTON	EXXAERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	LUTON	EXXAERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	1	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	1	0.0	10.5	36.8	10.5	21.1	10.5	5.3	0.0	0.0	0.0	5.3	31	77.8	22	18	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	1	0.0	21.1	36.8	5.3	21.1	5.3	5.3	0.0	0.0	0.0	5.3	25	83.3	17	18	
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	30.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	22	10	
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	0.0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	10	
	MANCHESTER	MONARCH AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	29	9	
	MANCHESTER	MONARCH AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	38	9	
<b>TOTAL VENICE</b>					<b>824</b>	<b>0</b>	<b>18</b>	<b>8.2</b>	<b>32.3</b>	<b>34.6</b>	<b>9.5</b>	<b>7.5</b>	<b>4.0</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>13</b>	<b>80.8</b>	<b>10</b>	<b>828</b>	
VERONA VILLAFRANCA	BELFAST CITY (GEORGE BEST)	AER LINGUS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	17	3	
	BELFAST CITY (GEORGE BEST)	AER LINGUS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	8	3	

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: V

NUMBER OF FLIGHTS

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MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	BELFAST INTERNATIONAL	JET2.COM LTD	C	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	A	8	0	1	0.0	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	3	88.9	5	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	1	0.0	11.1	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	66.7	9	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	95	25.0	41	4	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	129	50.0	23	4	
	BRISTOL	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	59	0.0	0	0	
	BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	64	0.0	0	0	
	CARDIFF WALES	FLYBE LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	CARDIFF WALES	FLYBE LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	BA CITYFLYER LTD	C	A	5	0	0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	72	0.0	0	0	
	EDINBURGH	BA CITYFLYER LTD	C	D	5	0	0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	63	0.0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	29	4	
	EDINBURGH	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	14.3	37.1	37.1	8.6	0.0	2.9	0.0	0.0	0.0	0.0	0.0	6	89.7	8	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	35	0	0	0.0	42.9	42.9	8.6	5.7	0.0	0.0	0.0	0.0	0.0	0.0	6	82.8	11	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	10.7	39.3	32.1	3.6	10.7	3.6	0.0	0.0	0.0	0.0	0.0	11	88.9	6	27	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	0.0	32.1	57.1	7.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0	9	88.9	7	27	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	27	4	
	GATWICK	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	7	4	
	STANSTED	RYANAIR	S	A	15	0	0	13.3	33.3	40.0	6.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	18	16	
	STANSTED	RYANAIR	S	D	15	0	0	0.0	0.0	86.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	6	16	
	MANCHESTER	FLYBE LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	27	4	
	MANCHESTER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	5	4	
<b>TOTAL VERONA VILAFRANCA</b>					<b>234</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>28.8</b>	<b>47.5</b>	<b>9.7</b>	<b>4.2</b>	<b>1.3</b>	<b>0.0</b>	<b>1.7</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>80.3</b>	<b>11</b>	<b>203</b>	
VIENNA																							
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	17	0	1	11.1	27.8	33.3	0.0	16.7	0.0	0.0	5.6	0.0	0.0	5.6	23	100.0	2	4	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	17	0	2	0.0	10.5	57.9	0.0	10.5	5.3	0.0	5.3	0.0	0.0	10.5	29	100.0	1	4	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	0.0	44.4	11.1	22.2	0.0	0.0	0.0	0.0	11.1	0.0	11.1	55	77.8	13	9	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat					Can
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	11.1	33.3	22.2	11.1	0.0	0.0	11.1	0.0	0.0	11.1	53	66.7	18	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	0.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	3	88.9	11	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	1	0.0	50.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	4	66.7	12	9
	EDINBURGH	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1
	EDINBURGH	JET2.COM LTD	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	15.4	15.4	15.4	23.1	7.7	7.7	15.4	0.0	0.0	0.0	0.0	42	90.9	3	11
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	0.0	46.2	7.7	23.1	15.4	0.0	7.7	0.0	0.0	0.0	42	90.9	5	11
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	3.4	31.0	29.3	15.5	12.1	3.4	3.4	1.7	0.0	0.0	0.0	22	72.9	9	59
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	0.0	15.5	72.4	5.2	3.4	1.7	0.0	1.7	0.0	0.0	0.0	10	81.0	9	58
	HEATHROW	AUSTRIAN AIRLINES	S	A	96	0	3	1.0	31.3	36.4	15.2	9.1	3.0	1.0	0.0	0.0	0.0	3.0	14	77.8	9	99
	HEATHROW	AUSTRIAN AIRLINES	S	D	96	0	3	0.0	10.1	52.5	23.2	7.1	2.0	1.0	1.0	0.0	0.0	3.0	18	81.8	9	99
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	4	26.2	35.6	23.5	4.7	4.0	2.7	0.7	0.0	0.0	0.0	2.7	8	89.4	5	123
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	4	0.0	36.2	41.6	8.7	6.0	2.0	2.7	0.0	0.0	0.0	2.7	12	90.2	5	123
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	11.8	23.5	23.5	11.8	17.6	5.9	0.0	0.0	0.0	0.0	5.9	19	83.3	9	18
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	16	0	1	0.0	5.9	76.5	5.9	5.9	0.0	0.0	0.0	0.0	0.0	5.9	12	94.4	7	18
	LUTON	EUROWINGS LUFTVERKEHRS	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	115	1
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	23	0	3	3.8	19.2	19.2	42.3	3.8	0.0	0.0	0.0	0.0	0.0	11.5	13	87.1	6	31
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	23	0	3	0.0	15.4	26.9	23.1	23.1	0.0	0.0	0.0	0.0	0.0	11.5	18	87.1	7	31
	STANSTED	TRANSAVIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	AUSTRIAN AIRLINES	S	A	22	0	2	4.2	33.3	45.8	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	9	91.3	4	23
	MANCHESTER	AUSTRIAN AIRLINES	S	D	22	0	2	0.0	41.7	37.5	4.2	8.3	0.0	0.0	0.0	0.0	0.0	8.3	8	100.0	1	23
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	81.8	6	11
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	90.9	6	11
	SOUTHEND	STOBART AIR	S	A	9	0	0	11.1	55.6	11.1	0.0	0.0	11.1	0.0	0.0	11.1	0.0	0.0	57	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	8	0	1	0.0	55.6	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	11.1	20	0.0	0	0
<b>TOTAL VIENNA</b>					<b>854</b>	<b>0</b>	<b>34</b>	<b>5.7</b>	<b>28.3</b>	<b>38.2</b>	<b>11.5</b>	<b>7.8</b>	<b>2.4</b>	<b>1.4</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>3.8</b>	<b>15</b>	<b>84.6</b>	<b>7</b>	<b>797</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
VIGO	EDINBURGH	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	6	1
	EDINBURGH	RYANAIR	S	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	1
<b>TOTAL VIGO</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>3</b>	<b>2</b>
VILNIUS	BELFAST INTERNATIONAL	WIZZ AIR	S	A	9	0	0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
	BELFAST INTERNATIONAL	WIZZ AIR	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	100.0	5	8
	BIRMINGHAM	RYANAIR	S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.5	5	8
	BIRMINGHAM	RYANAIR	S	D	8	0	1	0.0	11.1	66.7	11.1	0.0	0.0	0.0	0.0	0.0	11.1	8	62.5	12	8	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	10
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	5	10
	LEEDS BRADFORD	RYANAIR	S	A	8	0	1	11.1	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	66.7	13	9	
	LEEDS BRADFORD	RYANAIR	S	D	8	0	1	0.0	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	11.1	5	66.7	7	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	22.2	44.4	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	23	87.5	13	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	100.0	0	8
	LUTON	RYANAIR	S	A	20	0	0	5.0	25.0	50.0	5.0	0.0	10.0	5.0	0.0	0.0	0.0	0.0	20	88.9	13	18
	LUTON	RYANAIR	S	D	20	0	0	0.0	30.0	50.0	10.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	14	94.4	6	18
	LUTON	WIZZ AIR	S	A	55	0	0	29.1	38.2	23.6	5.5	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4	94.1	3	51
	LUTON	WIZZ AIR	S	D	55	0	0	0.0	20.0	45.5	20.0	12.7	0.0	0.0	1.8	0.0	0.0	0.0	16	84.3	9	51
	STANSTED	RYANAIR	S	A	30	0	1	19.4	45.2	25.8	6.5	0.0	0.0	0.0	0.0	0.0	3.2	3	90.3	28	31	
	STANSTED	RYANAIR	S	D	30	0	1	0.0	3.2	38.7	25.8	25.8	3.2	0.0	0.0	0.0	0.0	3.2	24	61.3	18	31
	MANCHESTER	RYANAIR	S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL VILNIUS</b>					<b>299</b>	<b>0</b>	<b>5</b>	<b>11.2</b>	<b>28.3</b>	<b>39.5</b>	<b>10.2</b>	<b>5.9</b>	<b>2.3</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>11</b>	<b>85.7</b>	<b>10</b>	<b>286</b>
VITORIA	GATWICK	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	196	1
<b>TOTAL VITORIA</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>196</b>	<b>1</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: W												PERCENTAGE OF FLIGHTS LATE				MAR 2017				
						NUMBER OF FLIGHTS																				
						C/S	A/D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
WARSAW (CHOPIN)																										
	ABERDEEN	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	7	9				
	ABERDEEN	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	8	9					
	BIRMINGHAM	WIZZ AIR	S	A	10	0	0	50.0	20.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	9	100.0	2	8					
	BIRMINGHAM	WIZZ AIR	S	D	10	0	0	0.0	10.0	30.0	20.0	20.0	10.0	10.0	0.0	0.0	0.0	35	75.0	9	8					
	BRISTOL	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	9	9					
	BRISTOL	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	15	9					
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	10	0	0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	8	10					
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	70.0	13	10					
	GLASGOW	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	26	9					
	GLASGOW	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	28	9					
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	11	0	0	0.0	36.4	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	19	9					
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	10	0	0	0.0	10.0	70.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	9	66.7	19	9					
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	13	14					
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.6	10	14					
	GATWICK	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	21.0	35.5	25.8	6.5	6.5	1.6	0.0	1.6	0.0	1.6	10	93.5	3	62					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	45.2	37.1	9.7	3.2	1.6	1.6	0.0	0.0	1.6	10	98.4	2	62					
	HEATHROW	LOT-POLISH AIRLINES	S	A	88	0	0	12.5	44.3	31.8	8.0	2.3	1.1	0.0	0.0	0.0	0.0	5	68.5	16	89					
	HEATHROW	LOT-POLISH AIRLINES	S	D	89	0	0	0.0	18.0	58.4	10.1	11.2	1.1	0.0	1.1	0.0	0.0	13	70.8	15	89					
	LUTON	LOT-POLISH AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1					
	LUTON	WIZZ AIR	S	A	102	0	0	18.6	35.3	21.6	9.8	5.9	6.9	1.0	1.0	0.0	0.0	15	92.3	3	91					
	LUTON	WIZZ AIR	S	D	103	0	0	0.0	14.6	37.9	22.3	10.7	10.7	2.9	1.0	0.0	0.0	29	83.5	8	91					
<b>TOTAL WARSAW (CHOPIN)</b>					<b>565</b>	<b>0</b>	<b>2</b>	<b>9.0</b>	<b>30.2</b>	<b>36.2</b>	<b>11.5</b>	<b>6.9</b>	<b>4.2</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>14</b>	<b>81.9</b>	<b>10</b>	<b>622</b>				
WARSAW (MODLIN MASOVIA)																										
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	7	9					
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	11.1	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	15	9					
	BIRMINGHAM	RYANAIR	S	A	13	0	0	30.8	38.5	7.7	15.4	0.0	7.7	0.0	0.0	0.0	0.0	8	78.6	11	14					
	BIRMINGHAM	RYANAIR	S	D	12	0	1	0.0	23.1	46.2	15.4	7.7	0.0	0.0	0.0	0.0	7.7	10	35.7	21	14					
	BRISTOL	RYANAIR	S	A	17	0	1	33.3	38.9	16.7	0.0	0.0	0.0	5.6	0.0	0.0	5.6	11	82.4	8	17					
	BRISTOL	RYANAIR	S	D	17	0	1	0.0	33.3	44.4	11.1	0.0	0.0	5.6	0.0	0.0	5.6	14	82.4	27	17					

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAR 2017											
																NUMBER OF FLIGHTS										Avg Delay (mins)			% Early to 15 m	Avg Delay (mins)	Mat						
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
EAST MIDLANDS INTERNATIONAL		RYANAIR		S A		13		0		1		21.4		28.6		14.3		7.1		21.4		0.0		0.0		0.0		0.0		7.1		12	91.7	4	12		
EAST MIDLANDS INTERNATIONAL		RYANAIR		S D		13		0		1		0.0		21.4		42.9		7.1		14.3		7.1		0.0		0.0		0.0		0.0		7.1		15	100.0	3	12
EDINBURGH		RYANAIR		S A		12		0		1		53.8		15.4		15.4		7.7		0.0		0.0		0.0		0.0		0.0		7.7		2	84.6	6	13		
EDINBURGH		RYANAIR		S D		12		0		1		0.0		61.5		30.8		0.0		0.0		0.0		0.0		0.0		0.0		7.7		1	76.9	11	13		
GLASGOW		RYANAIR		S A		13		0		1		14.3		57.1		14.3		7.1		0.0		0.0		0.0		0.0		0.0		7.1		2	85.7	5	14		
GLASGOW		RYANAIR		S D		13		0		1		0.0		28.6		57.1		7.1		0.0		0.0		0.0		0.0		0.0		7.1		5	85.7	8	14		
LEEDS BRADFORD		RYANAIR		S A		8		0		1		11.1		77.8		0.0		0.0		0.0		0.0		0.0		0.0		0.0		11.1		0	88.9	4	9		
LEEDS BRADFORD		RYANAIR		S D		8		0		1		0.0		22.2		66.7		0.0		0.0		0.0		0.0		0.0		0.0		11.1		0	88.9	3	9		
LIVERPOOL (JOHN LENNON)		RYANAIR		S A		18		0		0		16.7		44.4		22.2		5.6		11.1		0.0		0.0		0.0		0.0		8		82.4	6	17			
LIVERPOOL (JOHN LENNON)		RYANAIR		S D		17		0		0		0.0		11.8		64.7		23.5		0.0		0.0		0.0		0.0		0.0		7		94.1	4	17			
STANSTED		RYANAIR		S A		101		0		3		23.1		32.7		16.3		13.5		7.7		2.9		1.0		0.0		0.0		2.9		12	86.5	7	111		
STANSTED		RYANAIR		S D		101		0		2		0.0		6.8		49.5		22.3		15.5		3.9		0.0		0.0		0.0		1.9		19	82.9	9	111		
MANCHESTER		RYANAIR		S A		15		0		1		0.0		62.5		12.5		12.5		6.3		0.0		0.0		0.0		0.0		6.3		6	92.9	2	14		
MANCHESTER		RYANAIR		S D		14		0		0		0.0		14.3		78.6		7.1		0.0		0.0		0.0		0.0		0.0		5		100.0	3	14			
NEWCASTLE		RYANAIR		S A		9		0		0		66.7		33.3		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0		100.0	1	9			
NEWCASTLE		RYANAIR		S D		9		0		0		0.0		11.1		77.8		11.1		0.0		0.0		0.0		0.0		0.0		7		77.8	7	9			
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>						<b>453</b>		<b>0</b>		<b>17</b>		<b>12.8</b>		<b>28.3</b>		<b>33.4</b>		<b>12.3</b>		<b>7.0</b>		<b>1.9</b>		<b>0.6</b>		<b>0.0</b>		<b>0.0</b>		<b>3.6</b>		<b>10</b>	<b>83.7</b>	<b>8</b>	<b>478</b>		
WASHINGTON (DULLES)																																					
HEATHROW		BRITISH AIRWAYS PLC		S A		60		0		2		9.7		35.5		19.4		14.5		8.1		6.5		3.2		0.0		0.0		3.2		18	78.7	18	61		
HEATHROW		BRITISH AIRWAYS PLC		S D		60		0		2		0.0		22.6		40.3		14.5		9.7		8.1		0.0		1.6		0.0		0.0		3.2		19	78.7	18	61
HEATHROW		UNITED AIRLINES		S A		91		0		2		14.0		40.9		15.1		9.7		11.8		3.2		2.2		1.1		0.0		0.0		2.2		16	85.7	14	91
HEATHROW		UNITED AIRLINES		S D		91		0		3		0.0		59.6		25.5		5.3		3.2		2.1		0.0		1.1		0.0		0.0		3.2		9	92.3	7	91
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		27		0		2		13.8		20.7		34.5		17.2		6.9		0.0		0.0		0.0		0.0		6.9		9	92.6	4	27		
HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S D		27		0		2		0.0		51.7		27.6		6.9		0.0		3.4		3.4		0.0		0.0		6.9		12	89.3	9	28		
<b>TOTAL WASHINGTON (DULLES)</b>						<b>356</b>		<b>0</b>		<b>13</b>		<b>6.2</b>		<b>40.9</b>		<b>25.2</b>		<b>10.6</b>		<b>7.3</b>		<b>4.1</b>		<b>1.4</b>		<b>0.8</b>		<b>0.0</b>		<b>0.0</b>		<b>3.5</b>		<b>14</b>	<b>85.8</b>	<b>12</b>	<b>359</b>
WHITE PLAINS																																					
GATWICK		VISTAJET LTD MALTA		C D		1		0		0		0.0		0.0		0.0		100.0		0.0		0.0		0.0		0.0		0.0		0.0		16	0.0	0	0		
LUTON		TALON AIR		C D		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0	100.0	0	1		
<b>TOTAL WHITE PLAINS</b>						<b>1</b>		<b>0</b>		<b>0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>100.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>16</b>		<b>100.0</b>	<b>0</b>	<b>1</b>	
WICK JOHN O GROATS																																					
ABERDEEN		EASTERN AIRWAYS		S A		0		0		0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0.0		0	87.0	14	46		

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: W		PERCENTAGE OF FLIGHTS LATE													MAR 2017		
						NUMBER OF FLIGHTS																	
						C/ S	A/ D	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
ABERDEEN	ABERDEEN	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	74.0	18	50
ABERDEEN	ABERDEEN	FLYBE LTD	S	A	40	0	8	4.2	10.4	27.1	6.3	10.4	8.3	12.5	4.2	0.0	0.0	16.7	54	0.0	0	0	
ABERDEEN	ABERDEEN	FLYBE LTD	S	D	36	0	10	4.3	13.0	19.6	8.7	13.0	13.0	2.2	4.3	0.0	0.0	21.7	46	0.0	0	0	
EDINBURGH	EDINBURGH	LOGANAIR LTD	S	A	25	0	1	19.2	19.2	30.8	7.7	3.8	11.5	0.0	3.8	0.0	0.0	3.8	24	75.9	19	29	
EDINBURGH	EDINBURGH	LOGANAIR LTD	S	D	25	0	1	0.0	42.3	34.6	0.0	3.8	11.5	3.8	0.0	0.0	0.0	3.8	19	79.3	22	29	
<b>TOTAL WICK JOHN O GROATS</b>					<b>126</b>	<b>0</b>	<b>20</b>	<b>6.2</b>	<b>18.5</b>	<b>26.7</b>	<b>6.2</b>	<b>8.9</b>	<b>11.0</b>	<b>5.5</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>13.7</b>	<b>39</b>	<b>79.2</b>	<b>18</b>	<b>154</b>	
WINDSOR LOCKS BRADLEY INTL																							
EDINBURGH	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	6	0	2	25.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25.0	12	0.0	0	0	
EDINBURGH	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	6	0	1	0.0	14.3	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	14.3	12	0.0	0	0	
<b>TOTAL WINDSOR LOCKS BRADLEY INTL</b>					<b>12</b>	<b>0</b>	<b>3</b>	<b>13.3</b>	<b>13.3</b>	<b>33.3</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WROCLAW																							
BELFAST INTERNATIONAL	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	9	
BELFAST INTERNATIONAL	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	11.1	11.1	55.6	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	50	100.0	3	9	
BIRMINGHAM	BIRMINGHAM	WIZZ AIR	S	A	7	0	1	0.0	12.5	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	12.5	20	88.9	2	9	
BIRMINGHAM	BIRMINGHAM	WIZZ AIR	S	D	7	0	1	0.0	0.0	25.0	25.0	12.5	25.0	0.0	0.0	0.0	0.0	12.5	32	88.9	6	9	
BRISTOL	BRISTOL	RYANAIR	S	A	8	0	0	12.5	62.5	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	88.9	4	9	
BRISTOL	BRISTOL	RYANAIR	S	D	8	0	0	0.0	0.0	62.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	24	77.8	6	9	
DONCASTER SHEFFIELD	DONCASTER SHEFFIELD	WIZZ AIR	S	A	10	0	0	10.0	50.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	9	
DONCASTER SHEFFIELD	DONCASTER SHEFFIELD	WIZZ AIR	S	D	10	0	0	0.0	30.0	50.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	12	88.9	5	9	
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	18	0	0	5.6	50.0	27.8	0.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	12	100.0	1	18	
EAST MIDLANDS INTERNATIONAL	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	18	0	0	0.0	5.6	83.3	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	88.9	7	18	
EDINBURGH	EDINBURGH	RYANAIR	S	A	8	0	1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	4	0.0	0	0	
EDINBURGH	EDINBURGH	RYANAIR	S	D	8	0	1	0.0	22.2	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11.1	14	0.0	0	0	
GLASGOW	GLASGOW	RYANAIR	S	A	9	0	0	22.2	22.2	22.2	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	100.0	2	9	
GLASGOW	GLASGOW	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	88.9	3	9	
LEEDS BRADFORD	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	22.2	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
LEEDS BRADFORD	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	10	0	0	10.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	13	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	13	

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/ S	A/ D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2017		
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m
LUTON	WIZZ AIR	S A	32	0	0	43.8	28.1	15.6	6.3	3.1	0.0	0.0	0.0	3.1	0.0	0.0	16	100.0	1	31
LUTON	WIZZ AIR	S D	32	0	0	0.0	18.8	43.8	15.6	15.6	3.1	0.0	0.0	3.1	0.0	0.0	27	83.9	9	31
STANSTED	RYANAIR	S A	49	0	1	36.0	28.0	14.0	6.0	6.0	4.0	2.0	0.0	2.0	0.0	2.0	19	92.5	3	53
STANSTED	RYANAIR	S D	49	0	1	0.0	8.0	40.0	14.0	22.0	10.0	2.0	2.0	0.0	0.0	2.0	32	79.2	12	53
MANCHESTER	RYANAIR	S A	10	0	0	30.0	10.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	10	14
MANCHESTER	RYANAIR	S D	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	13	85.7	12	14
NEWCASTLE	RYANAIR	S A	9	0	0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9
NEWCASTLE	RYANAIR	S D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	6	9
<b>TOTAL WROCLAW</b>			<b>376</b>	<b>0</b>	<b>6</b>	<b>13.1</b>	<b>24.3</b>	<b>34.6</b>	<b>10.5</b>	<b>8.9</b>	<b>5.0</b>	<b>0.8</b>	<b>0.3</b>	<b>1.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>90.2</b>	<b>5</b>	<b>366</b>

ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: X

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017				
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
XIAMEN	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1
<b>TOTAL XIAMEN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>1</b>

## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAR 2017					
					MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
ZADAR																							
	BRISTOL	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	RYANAIR	S	A	3	0	0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	0	2	
	STANSTED	RYANAIR	S	D	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	7	2	
	MANCHESTER	RYANAIR	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	MANCHESTER	RYANAIR	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
<b>TOTAL ZADAR</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.0</b>	<b>20.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>100.0</b>	<b>2</b>	<b>6</b>	
ZAGREB																							
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	18.5	37.0	18.5	22.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	12	84.0	9	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	33.3	55.6	7.4	0.0	0.0	3.7	0.0	0.0	0.0	0.0	10	88.0	6	25	
	HEATHROW	CROATIA AIRLINES	S	A	17	0	0	0.0	29.4	41.2	23.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	17	80.0	12	40	
	HEATHROW	CROATIA AIRLINES	S	D	17	0	0	0.0	0.0	23.5	35.3	23.5	11.8	5.9	0.0	0.0	0.0	0.0	43	70.0	15	40	
<b>TOTAL ZAGREB</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>35.6</b>	<b>20.0</b>	<b>4.4</b>	<b>2.2</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.2</b>	<b>11</b>	<b>130</b>	
ZAKINTHOS																							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	50.0	13	2	
<b>TOTAL ZAKINTHOS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>7</b>	<b>4</b>	
ZARAGOZA																							
	EDINBURGH	JET2.COM LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	STANSTED	RYANAIR	S	A	21	0	1	0.0	18.2	36.4	9.1	18.2	9.1	4.5	0.0	0.0	0.0	4.5	27	77.3	15	22	
	STANSTED	RYANAIR	S	D	21	0	1	0.0	13.6	45.5	22.7	9.1	4.5	0.0	0.0	0.0	0.0	4.5	19	81.8	8	22	
<b>TOTAL ZARAGOZA</b>					<b>43</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.6</b>	<b>40.0</b>	<b>15.6</b>	<b>15.6</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>23</b>	<b>79.5</b>	<b>12</b>	<b>44</b>	
ZURICH																							
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	52	0	0	9.6	50.0	30.8	3.8	3.8	0.0	0.0	1.9	0.0	0.0	0.0	9	79.6	10	54	
	BIRMINGHAM	SWISS AIRLINES	S	D	51	0	1	0.0	15.4	61.5	15.4	3.8	0.0	0.0	1.9	0.0	0.0	1.9	13	72.2	13	54	
	BRISTOL	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BRISTOL	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	EDINBURGH	EDELWEISS AIR	S	A	5	0	0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1	
	EDINBURGH	EDELWEISS AIR	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1	



## ROUTE/AIRLINE ANALYSIS - FULL WITH ARRIVAL/DEPARTURE SPLIT FOR MARCH 2018

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	47	0	2	18.4	36.7	22.4	2.0	4.1	8.2	4.1	0.0	0.0	0.0	4.1	17	85.7	6	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	47	0	1	0.0	39.6	39.6	4.2	6.3	8.3	0.0	0.0	0.0	0.0	2.1	12	83.7	7	49	
	GATWICK	SWISS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4	
	GATWICK	SWISS AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	14	4	
	HEATHROW	AMERICAN AIRLINES	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	0	6	10.1	42.1	23.0	10.1	8.4	2.8	0.0	0.0	0.0	0.0	3.4	10	88.5	6	148	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	6	0.0	30.3	48.9	10.7	3.9	1.7	1.1	0.0	0.0	0.0	3.4	9	92.6	4	148	
	HEATHROW	SWISS AIRLINES	S	A	208	0	7	5.1	31.6	40.5	12.1	6.0	0.9	0.5	0.0	0.0	0.0	3.3	11	81.9	8	216	
	HEATHROW	SWISS AIRLINES	S	D	207	0	7	0.0	20.1	44.4	15.0	12.6	2.8	0.9	0.5	0.5	0.0	3.3	21	71.8	11	216	
	LONDON CITY	BA CITYFLYER LTD	S	A	90	0	4	8.5	40.4	29.8	7.4	3.2	2.1	3.2	1.1	0.0	0.0	4.3	14	86.9	8	99	
	LONDON CITY	BA CITYFLYER LTD	S	D	89	0	5	0.0	47.9	29.8	3.2	7.4	4.3	1.1	1.1	0.0	0.0	5.3	13	85.9	9	99	
	LONDON CITY	HELVETIC AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
	LONDON CITY	SWISS AIRLINES	S	A	144	0	11	7.7	54.2	23.9	6.5	0.6	0.0	0.0	0.0	0.0	0.0	7.1	3	91.8	5	158	
	LONDON CITY	SWISS AIRLINES	S	D	144	0	13	0.0	30.6	42.0	11.5	7.0	0.6	0.0	0.0	0.0	0.0	8.3	8	63.9	15	158	
	LUTON	AIR HAMBURG	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	53	0	2	1.8	43.6	25.5	7.3	10.9	7.3	0.0	0.0	0.0	0.0	3.6	15	84.3	6	51	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	53	0	2	0.0	18.2	54.5	12.7	9.1	1.8	0.0	0.0	0.0	0.0	3.6	13	84.3	7	51	
	LUTON	LUXAVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LUTON	VISTAJET LTD MALTA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2	
	LUTON	VISTAJET LTD MALTA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
	STANSTED	SWISS AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	3	
	STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	MANCHESTER	SWISS AIRLINES	S	A	58	0	0	5.2	48.3	36.2	5.2	3.4	1.7	0.0	0.0	0.0	0.0	0.0	7	81.3	7	64	
	MANCHESTER	SWISS AIRLINES	S	D	58	0	0	0.0	8.6	67.2	10.3	10.3	3.4	0.0	0.0	0.0	0.0	0.0	15	68.8	15	64	
	MANCHESTER	TITAN AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL ZURICH</b>					<b>1665</b>	<b>0</b>	<b>67</b>	<b>3.9</b>	<b>34.5</b>	<b>38.2</b>	<b>9.7</b>	<b>6.6</b>	<b>2.3</b>	<b>0.6</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>3.9</b>	<b>12</b>	<b>81.3</b>	<b>9</b>	<b>1698</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	22	0	0	9.1	27.3	27.3	9.1	4.5	9.1	13.6	0.0	0.0	0.0	0.0	32	77.8	8	18
SCHEDULED FLIGHTS(ALL ROUTES)	3733	0	403	7.4	38.0	23.5	6.7	7.0	4.7	1.8	1.1	0.1	0.0	9.7	17	85.7	9	4012
<b>AIRPORT TOTAL</b>	<b>3755</b>	<b>0</b>	<b>403</b>	<b>7.5</b>	<b>37.9</b>	<b>23.5</b>	<b>6.8</b>	<b>7.0</b>	<b>4.7</b>	<b>1.9</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>9.7</b>	<b>17</b>	<b>85.6</b>	<b>9</b>	<b>4030</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
CHARTERED FLIGHTS(ALL ROUTES)	4	0	0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	100	64.7	12	17	
SCHEDULED FLIGHTS(ALL ROUTES)	2832	2	171	3.6	41.4	31.8	6.2	5.7	3.8	1.3	0.4	0.0	0.1	5.7	12	88.5	6	2982	
<b>AIRPORT TOTAL</b>	<b>2836</b>	<b>2</b>	<b>171</b>	<b>3.6</b>	<b>41.3</b>	<b>31.7</b>	<b>6.3</b>	<b>5.6</b>	<b>3.8</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>5.7</b>	<b>12</b>	<b>88.4</b>	<b>6</b>	<b>2999</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	87	0	0	18.4	25.3	42.5	8.0	1.1	0.0	1.1	3.4	0.0	0.0	0.0	15	93.0	4	57
SCHEDULED FLIGHTS(ALL ROUTES)	3027	0	84	9.5	29.7	35.5	8.8	7.8	4.0	1.4	0.5	0.2	0.0	2.7	16	81.5	10	3181
<b>AIRPORT TOTAL</b>	<b>3114</b>	<b>0</b>	<b>84</b>	<b>9.7</b>	<b>29.6</b>	<b>35.7</b>	<b>8.8</b>	<b>7.6</b>	<b>3.8</b>	<b>1.4</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>2.6</b>	<b>16</b>	<b>81.7</b>	<b>10</b>	<b>3238</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	323	0	0	7.1	22.3	35.9	13.0	8.4	4.0	1.9	3.1	4.3	0.0	0.0	57	73.8	19	382
SCHEDULED FLIGHTS(ALL ROUTES)	7095	0	385	4.0	26.9	36.0	11.3	7.9	4.7	2.1	1.6	0.4	0.0	5.1	23	81.6	11	7822
<b>AIRPORT TOTAL</b>	<b>7418</b>	<b>0</b>	<b>385</b>	<b>4.1</b>	<b>26.7</b>	<b>36.0</b>	<b>11.3</b>	<b>7.9</b>	<b>4.7</b>	<b>2.1</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>4.9</b>	<b>24</b>	<b>81.2</b>	<b>11</b>	<b>8204</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	61	0	1	4.8	25.8	43.5	4.8	6.5	6.5	0.0	4.8	1.6	0.0	1.6	31	82.8	8	58
SCHEDULED FLIGHTS(ALL ROUTES)	193	0	12	5.9	20.5	41.0	12.2	8.8	2.9	1.5	1.5	0.0	0.0	5.9	18	82.0	10	205
<b>AIRPORT TOTAL</b>	<b>254</b>	<b>0</b>	<b>13</b>	<b>5.6</b>	<b>21.7</b>	<b>41.6</b>	<b>10.5</b>	<b>8.2</b>	<b>3.7</b>	<b>1.1</b>	<b>2.2</b>	<b>0.4</b>	<b>0.0</b>	<b>4.9</b>	<b>21</b>	<b>82.2</b>	<b>9</b>	<b>263</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: BRISTOL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	303	0	0	6.6	29.7	33.3	7.6	10.6	5.3	2.3	1.7	3.0	0.0	0.0	44	75.5	13	286
SCHEDULED FLIGHTS(ALL ROUTES)	4180	0	439	3.9	27.5	33.0	9.6	7.9	5.4	1.4	1.1	0.6	0.0	9.5	23	73.7	17	4478
<b>AIRPORT TOTAL</b>	<b>4483</b>	<b>0</b>	<b>439</b>	<b>4.1</b>	<b>27.6</b>	<b>33.0</b>	<b>9.5</b>	<b>8.0</b>	<b>5.4</b>	<b>1.4</b>	<b>1.2</b>	<b>0.8</b>	<b>0.0</b>	<b>8.9</b>	<b>24</b>	<b>73.8</b>	<b>17</b>	<b>4764</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	164	11	18	1.6	13.5	27.5	10.9	12.4	4.7	4.7	8.3	1.6	5.7	9.3	60	72.6	16	114
SCHEDULED FLIGHTS(ALL ROUTES)	965	5	104	2.7	36.4	31.9	7.6	5.1	3.1	1.3	1.5	0.2	0.5	9.7	17	81.1	10	1111
<b>AIRPORT TOTAL</b>	<b>1129</b>	<b>16</b>	<b>122</b>	<b>2.5</b>	<b>32.9</b>	<b>31.3</b>	<b>8.1</b>	<b>6.2</b>	<b>3.3</b>	<b>1.8</b>	<b>2.5</b>	<b>0.4</b>	<b>1.3</b>	<b>9.6</b>	<b>23</b>	<b>80.3</b>	<b>10</b>	<b>1225</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
CHARTERED FLIGHTS(ALL ROUTES)	128	0	0	8.6	38.3	27.3	7.0	5.5	3.1	5.5	3.1	1.6	0.0	0.0	27	76.4	11	127
SCHEDULED FLIGHTS(ALL ROUTES)	458	0	5	6.9	32.0	41.5	9.9	4.1	3.2	0.6	0.6	0.0	0.0	1.1	11	81.1	10	513
<b>AIRPORT TOTAL</b>	<b>586</b>	<b>0</b>	<b>5</b>	<b>7.3</b>	<b>33.3</b>	<b>38.4</b>	<b>9.3</b>	<b>4.4</b>	<b>3.2</b>	<b>1.7</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.8</b>	<b>15</b>	<b>80.2</b>	<b>10</b>	<b>640</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: DURHAM TEES VALLEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
CHARTERED FLIGHTS(ALL ROUTES)	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	159	100.0	11	1
SCHEDULED FLIGHTS(ALL ROUTES)	299	0	39	3.6	34.6	27.5	8.6	4.7	7.1	1.2	1.2	0.0	0.0	11.5	18	78.9	12	300
<b>AIRPORT TOTAL</b>	<b>301</b>	<b>0</b>	<b>39</b>	<b>3.5</b>	<b>34.4</b>	<b>27.4</b>	<b>8.8</b>	<b>4.7</b>	<b>7.1</b>	<b>1.2</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>19</b>	<b>79.0</b>	<b>12</b>	<b>301</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	128	0	0	6.3	28.1	38.3	10.9	8.6	0.8	3.1	3.9	0.0	0.0	0.0	24	78.9	11	152
SCHEDULED FLIGHTS(ALL ROUTES)	1967	0	98	5.3	34.2	35.1	9.0	6.2	3.7	0.9	0.6	0.3	0.0	4.7	14	85.3	9	2101
<b>AIRPORT TOTAL</b>	<b>2095</b>	<b>0</b>	<b>98</b>	<b>5.3</b>	<b>33.8</b>	<b>35.3</b>	<b>9.1</b>	<b>6.3</b>	<b>3.5</b>	<b>1.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>4.5</b>	<b>15</b>	<b>84.9</b>	<b>9</b>	<b>2253</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	125	0	0	11.2	27.2	34.4	7.2	7.2	2.4	3.2	4.8	2.4	0.0	0.0	61	74.8	12	103
SCHEDULED FLIGHTS(ALL ROUTES)	8417	0	670	6.2	38.1	29.1	8.6	6.1	3.2	0.9	0.5	0.2	0.0	7.4	13	80.6	11	8799
<b>AIRPORT TOTAL</b>	<b>8542</b>	<b>0</b>	<b>670</b>	<b>6.2</b>	<b>38.0</b>	<b>29.1</b>	<b>8.6</b>	<b>6.1</b>	<b>3.2</b>	<b>0.9</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>7.3</b>	<b>13</b>	<b>80.5</b>	<b>11</b>	<b>8902</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	64	3	1	7.4	35.3	30.9	7.4	0.0	0.0	7.4	1.5	4.4	4.4	1.5	40	98.2	2	57
SCHEDULED FLIGHTS(ALL ROUTES)	746	8	55	2.3	29.8	37.8	8.8	6.7	3.3	2.5	1.0	0.0	1.0	6.8	17	79.0	11	866
<b>AIRPORT TOTAL</b>	<b>810</b>	<b>11</b>	<b>56</b>	<b>2.7</b>	<b>30.2</b>	<b>37.3</b>	<b>8.7</b>	<b>6.2</b>	<b>3.1</b>	<b>2.9</b>	<b>1.0</b>	<b>0.3</b>	<b>1.3</b>	<b>6.4</b>	<b>19</b>	<b>80.2</b>	<b>11</b>	<b>923</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	959	0	34	5.3	19.0	35.9	13.4	12.8	4.8	1.8	2.7	0.8	0.0	3.4	29	67.1	16	1020
SCHEDULED FLIGHTS(ALL ROUTES)	20706	0	280	8.3	31.8	33.5	10.4	7.9	4.4	1.4	0.9	0.1	0.0	1.3	16	75.9	13	20783
<b>AIRPORT TOTAL</b>	<b>21665</b>	<b>0</b>	<b>314</b>	<b>8.2</b>	<b>31.2</b>	<b>33.6</b>	<b>10.5</b>	<b>8.2</b>	<b>4.5</b>	<b>1.4</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>17</b>	<b>75.5</b>	<b>13</b>	<b>21803</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	113	0	0	6.2	19.5	41.6	13.3	8.0	1.8	1.8	4.4	3.5	0.0	0.0	45	80.5	12	261
SCHEDULED FLIGHTS(ALL ROUTES)	6027	6	477	5.1	38.6	28.5	8.2	6.1	3.9	1.1	0.8	0.2	0.1	7.3	15	81.8	11	6545
<b>AIRPORT TOTAL</b>	<b>6140</b>	<b>6</b>	<b>477</b>	<b>5.2</b>	<b>38.3</b>	<b>28.7</b>	<b>8.3</b>	<b>6.2</b>	<b>3.9</b>	<b>1.1</b>	<b>0.8</b>	<b>0.2</b>	<b>0.1</b>	<b>7.2</b>	<b>16</b>	<b>81.7</b>	<b>11</b>	<b>6806</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	11	0	0	9.1	36.4	27.3	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	90.0	6	30
SCHEDULED FLIGHTS(ALL ROUTES)	38847	1	1297	7.3	32.9	32.8	11.1	7.7	3.4	0.9	0.5	0.1	0.0	3.2	14	83.5	9	39127
<b>AIRPORT TOTAL</b>	<b>38858</b>	<b>1</b>	<b>1297</b>	<b>7.3</b>	<b>32.9</b>	<b>32.8</b>	<b>11.1</b>	<b>7.7</b>	<b>3.4</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>3.2</b>	<b>14</b>	<b>83.5</b>	<b>9</b>	<b>39157</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	10	0	0	0.0	30.0	20.0	10.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	35	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	1104	0	48	3.9	37.8	33.5	8.1	6.9	3.6	1.3	0.7	0.1	0.0	4.2	14	0.0	0	0
<b>AIRPORT TOTAL</b>	<b>1114</b>	<b>0</b>	<b>48</b>	<b>3.9</b>	<b>37.7</b>	<b>33.4</b>	<b>8.1</b>	<b>7.0</b>	<b>3.6</b>	<b>1.5</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>4.1</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	7	0	0	0.0	14.3	57.1	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	29	17.6	22	8
SCHEDULED FLIGHTS(ALL ROUTES)	1427	0	76	2.3	30.5	37.8	9.8	6.9	4.6	2.0	1.1	0.0	0.0	5.1	18	74.5	18	1678
<b>AIRPORT TOTAL</b>	<b>1434</b>	<b>0</b>	<b>76</b>	<b>2.3</b>	<b>30.4</b>	<b>37.9</b>	<b>9.8</b>	<b>6.9</b>	<b>4.6</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>18</b>	<b>73.9</b>	<b>18</b>	<b>1686</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	11	0	0	27.3	36.4	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	7	18
SCHEDULED FLIGHTS(ALL ROUTES)	1965	0	290	6.3	30.6	28.2	7.7	5.8	5.0	1.7	1.6	0.3	0.0	12.9	21	87.3	8	2387
<b>AIRPORT TOTAL</b>	<b>1976</b>	<b>0</b>	<b>290</b>	<b>6.4</b>	<b>30.6</b>	<b>28.2</b>	<b>7.7</b>	<b>5.8</b>	<b>4.9</b>	<b>1.7</b>	<b>1.6</b>	<b>0.3</b>	<b>0.0</b>	<b>12.8</b>	<b>21</b>	<b>87.3</b>	<b>8</b>	<b>2405</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	17	0	0	5.9	23.5	29.4	11.8	17.6	5.9	0.0	5.9	0.0	0.0	0.0	27	88.9	7	9
SCHEDULED FLIGHTS(ALL ROUTES)	2774	0	50	6.5	40.3	35.0	7.4	5.5	2.2	0.8	0.6	0.0	0.0	1.8	10	83.9	10	2712
<b>AIRPORT TOTAL</b>	<b>2791</b>	<b>0</b>	<b>50</b>	<b>6.5</b>	<b>40.2</b>	<b>35.0</b>	<b>7.4</b>	<b>5.6</b>	<b>2.2</b>	<b>0.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>10</b>	<b>83.9</b>	<b>10</b>	<b>2721</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
CHARTERED FLIGHTS(ALL ROUTES)	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1
SCHEDULED FLIGHTS(ALL ROUTES)	6154	0	492	5.3	39.8	28.9	9.0	5.7	2.8	0.6	0.5	0.1	0.0	7.4	12	76.7	14	7159
<b>AIRPORT TOTAL</b>	<b>6154</b>	<b>0</b>	<b>492</b>	<b>5.3</b>	<b>39.8</b>	<b>28.9</b>	<b>9.0</b>	<b>5.7</b>	<b>2.8</b>	<b>0.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>7.4</b>	<b>12</b>	<b>76.7</b>	<b>14</b>	<b>7160</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	72	0	0	0.0	15.3	37.5	16.7	15.3	13.9	1.4	0.0	0.0	0.0	0.0	27	84.0	9	187
SCHEDULED FLIGHTS(ALL ROUTES)	7862	0	146	6.7	23.2	36.5	12.3	10.3	6.2	1.9	1.0	0.1	0.0	1.8	21	76.9	12	8140
<b>AIRPORT TOTAL</b>	<b>7934</b>	<b>0</b>	<b>146</b>	<b>6.6</b>	<b>23.1</b>	<b>36.5</b>	<b>12.3</b>	<b>10.3</b>	<b>6.3</b>	<b>1.9</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.8</b>	<b>21</b>	<b>77.0</b>	<b>12</b>	<b>8327</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	697	0	0	6.0	17.6	39.0	14.3	10.5	7.6	2.6	1.6	0.7	0.0	0.0	29	77.5	13	723
SCHEDULED FLIGHTS(ALL ROUTES)	13482	0	343	4.6	28.6	38.7	10.3	8.4	4.6	1.5	0.6	0.1	0.0	2.5	17	82.2	10	13680
<b>AIRPORT TOTAL</b>	<b>14179</b>	<b>0</b>	<b>343</b>	<b>4.7</b>	<b>28.1</b>	<b>38.7</b>	<b>10.5</b>	<b>8.5</b>	<b>4.7</b>	<b>1.5</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>82.0</b>	<b>10</b>	<b>14403</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	31	0	0	6.5	22.6	45.2	6.5	9.7	6.5	3.2	0.0	0.0	0.0	0.0	19	100.0	0	4
SCHEDULED FLIGHTS(ALL ROUTES)	2839	0	146	5.0	30.3	35.3	9.9	7.2	4.3	2.0	1.1	0.1	0.0	4.9	18	85.6	9	3040
<b>AIRPORT TOTAL</b>	<b>2870</b>	<b>0</b>	<b>146</b>	<b>5.0</b>	<b>30.2</b>	<b>35.4</b>	<b>9.9</b>	<b>7.2</b>	<b>4.3</b>	<b>2.1</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>4.8</b>	<b>18</b>	<b>85.6</b>	<b>9</b>	<b>3044</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	16	0	0	12.5	18.8	43.8	6.3	6.3	0.0	0.0	12.5	0.0	0.0	0.0	41	76.9	11	13
SCHEDULED FLIGHTS(ALL ROUTES)	2742	0	306	3.1	39.8	29.7	6.7	5.1	3.3	1.2	1.0	0.1	0.0	10.0	14	82.0	12	3142
<b>AIRPORT TOTAL</b>	<b>2758</b>	<b>0</b>	<b>306</b>	<b>3.2</b>	<b>39.7</b>	<b>29.8</b>	<b>6.7</b>	<b>5.1</b>	<b>3.3</b>	<b>1.2</b>	<b>1.1</b>	<b>0.1</b>	<b>0.0</b>	<b>10.0</b>	<b>14</b>	<b>82.0</b>	<b>12</b>	<b>3155</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MAY 2017			Mat	
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m		Avg Delay (mins)
SCHEDULED FLIGHTS(ALL ROUTES)	1085	0	51	9.6	39.5	26.9	5.4	6.0	3.7	1.2	2.3	0.9	0.0	4.5	26	84.5	11	649
<b>AIRPORT TOTAL</b>	<b>1085</b>	<b>0</b>	<b>51</b>	<b>9.6</b>	<b>39.5</b>	<b>26.9</b>	<b>5.4</b>	<b>6.0</b>	<b>3.7</b>	<b>1.2</b>	<b>2.3</b>	<b>0.9</b>	<b>0.0</b>	<b>4.5</b>	<b>26</b>	<b>84.5</b>	<b>11</b>	<b>649</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MARCH 2018

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAR 2017

ORIGIN/DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										MARCH 2017				
	MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
CHARTERED FLIGHTS(ALL ROUTES)	138	0	1	5.8	21.6	37.4	15.1	10.1	7.2	1.4	0.7	0.0	0.0	0.7	20	80.4	11	138
SCHEDULED FLIGHTS(ALL ROUTES)	12677	0	364	4.6	21.3	36.0	15.4	12.5	5.5	1.3	0.5	0.1	0.0	2.8	20	80.7	11	11893
<b>AIRPORT TOTAL</b>	<b>12815</b>	<b>0</b>	<b>365</b>	<b>4.6</b>	<b>21.3</b>	<b>36.1</b>	<b>15.4</b>	<b>12.5</b>	<b>5.5</b>	<b>1.3</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>2.8</b>	<b>20</b>	<b>80.7</b>	<b>11</b>	<b>12031</b>