

# 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

May 2018

## **Disclaimer**

The information contained in this report has been compiled from various sources of data. CAA validates this data, however, no warranty is given as to its accuracy, integrity or reliability. CAA cannot accept liability for any financial loss caused by a person's reliance on any of these statistics. No statistical data provided by CAA maybe sold on to a third party. CAA insists that they are referenced in any publication that makes reference to CAA Statistics.

## **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 MAY 2018

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>DENMARK</b>																					
COPENHAGEN	SAS	S	50	0	0	0.0	48.0	36.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	7	71.2	12	52	
<b>TOTAL COPENHAGEN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.0</b>	<b>36.0</b>	<b>0.0</b>	<b>16.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>71.2</b>	<b>12</b>	<b>52</b>	
ESBJERG	BMI REGIONAL	S	45	0	0	8.9	40.0	35.6	4.4	2.2	8.9	0.0	0.0	0.0	0.0	0.0	10	81.3	19	48	
ESBJERG	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 ESBJERG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>39.1</b>	<b>37.0</b>	<b>4.3</b>	<b>2.2</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>10</b>	<b>81.3</b>	<b>19</b>	<b>48</b>	
<b>TOTAL DENMARK</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>43.8</b>	<b>36.5</b>	<b>2.1</b>	<b>9.4</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>9</b>	<b>76.0</b>	<b>15</b>	<b>100</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	112	0	8	5.0	43.3	23.3	6.7	8.3	6.7	0.0	0.0	0.0	0.0	6.7	13	91.7	4	121	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>112</b>	<b>0</b>	<b>8</b>	<b>5.0</b>	<b>43.3</b>	<b>23.3</b>	<b>6.7</b>	<b>8.3</b>	<b>6.7</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>91.7</b>	<b>4</b>	<b>121</b>	
<b>TOTAL FRANCE</b>			<b>112</b>	<b>0</b>	<b>8</b>	<b>5.0</b>	<b>43.3</b>	<b>23.3</b>	<b>6.7</b>	<b>8.3</b>	<b>6.7</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>91.7</b>	<b>4</b>	<b>121</b>	
<b>GERMANY</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	80.3	8	117	
<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>80.3</b>	<b>8</b>	<b>117</b>	
<b>TOTAL GERMANY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.3</b>	<b>8</b>	<b>117</b>	
<b>GREECE</b>																					
CORFU	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	0.0	0	100.0	0	7	
CORFU	TUI AIRWAYS LTD	C	7	0	0	14.3	28.6	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL CORFU</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>42.9</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>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>7</b>	
<b>TOTAL GREECE</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>42.9</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>0.0</b>	<b>14</b>	<b>100.0</b>	<b>0</b>	<b>7</b>	
<b>ICELAND</b>																					
KEFLAVIK	FLUGFELAG ISLANDS(AIR ICELAND)	S	12	0	0	8.3	50.0	16.7	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	16	84.6	5	26	
<b>TOTAL KEFLAVIK</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>16.7</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>0.0</b>	<b>16</b>	<b>84.6</b>	<b>5</b>	<b>26</b>	
<b>TOTAL ICELAND</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>50.0</b>	<b>16.7</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>0.0</b>	<b>16</b>	<b>84.6</b>	<b>5</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	86	0	0	9.3	51.2	18.6	8.1	8.1	2.3	2.3	0.0	0.0	0.0	0.0	12	78.1	12	96	
<b>TOTAL DUBLIN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>51.2</b>	<b>18.6</b>	<b>8.1</b>	<b>8.1</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>12</b>	<b>78.1</b>	<b>12</b>	<b>96</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>51.2</b>	<b>18.6</b>	<b>8.1</b>	<b>8.1</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>12</b>	<b>78.1</b>	<b>12</b>	<b>96</b>	
<b>LATVIA</b>																					
RIGA	AIR BALTIC	S	18	0	0	5.6	50.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	87.5	7	24	
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>7</b>	<b>24</b>	
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>22.2</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.5</b>	<b>7</b>	<b>24</b>	
<b>MALTA</b>																					
MALTA	RYANAIR	S	18	0	0	5.6	16.7	50.0	5.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MALTA NETHERLANDS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>50.0</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>AMSTERDAM</b>	KLM	S	120	0	2	2.5	59.8	28.7	3.3	3.3	0.0	0.0	0.8	0.0	0.0	1.6	5	80.8	11	120	
<b>AMSTERDAM</b>	KLM CITYHOPPER	S	126	0	0	4.0	57.9	27.0	5.6	4.8	0.8	0.0	0.0	0.0	0.0	0.0	5	82.5	9	154	
<b>TOTAL AMSTERDAM</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>58.9</b>	<b>27.8</b>	<b>4.4</b>	<b>4.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>5</b>	<b>81.8</b>	<b>10</b>	<b>274</b>	
<b>TOTAL NETHERLANDS</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>58.9</b>	<b>27.8</b>	<b>4.4</b>	<b>4.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>5</b>	<b>81.8</b>	<b>10</b>	<b>274</b>	
<b>NORWAY</b>																					
<b>BERGEN</b>	WIDEROE FLYVESELSKAP A/S	S	90	0	2	1.1	45.7	40.2	4.3	2.2	3.3	1.1	0.0	0.0	0.0	2.2	8	96.6	2	88	
<b>TOTAL BERGEN</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>45.7</b>	<b>40.2</b>	<b>4.3</b>	<b>2.2</b>	<b>3.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>8</b>	<b>96.6</b>	<b>2</b>	<b>88</b>	
<b>OSLO (GARDERMOEN)</b>	BMI REGIONAL	S	37	0	1	0.0	55.3	36.8	0.0	5.3	0.0	0.0	0.0	0.0	0.0	2.6	5	90.9	6	44	
<b>OSLO (GARDERMOEN)</b>	SAS	S	36	0	6	2.4	61.9	11.9	7.1	2.4	0.0	0.0	0.0	0.0	0.0	14.3	3	83.3	13	48	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>73</b>	<b>0</b>	<b>7</b>	<b>1.3</b>	<b>58.8</b>	<b>23.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.8</b>	<b>4</b>	<b>87.0</b>	<b>9</b>	<b>92</b>	
<b>STAVANGER</b>	SAS	S	91	0	3	1.1	64.9	19.1	7.4	4.3	0.0	0.0	0.0	0.0	0.0	3.2	4	92.9	4	113	
<b>STAVANGER</b>	WIDEROE FLYVESELSKAP A/S	S	90	0	2	6.5	63.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	1	92.0	10	88	
<b>TOTAL STAVANGER</b>			<b>181</b>	<b>0</b>	<b>5</b>	<b>3.8</b>	<b>64.0</b>	<b>23.7</b>	<b>3.8</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>2.7</b>	<b>2</b>	<b>92.5</b>	<b>7</b>	<b>201</b>	
<b>TOTAL NORWAY</b>			<b>344</b>	<b>0</b>	<b>14</b>	<b>2.5</b>	<b>58.1</b>	<b>27.9</b>	<b>3.9</b>	<b>2.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>4</b>	<b>92.1</b>	<b>6</b>	<b>381</b>	
<b>POLAND</b>																					
<b>GDANSK</b>	WIZZ AIR	S	18	0	0	11.1	61.1	5.6	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	83.3	4	18	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>61.1</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>4</b>	<b>18</b>	
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	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>72.2</b>	<b>12</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>61.1</b>	<b>5.6</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>77.8</b>	<b>8</b>	<b>36</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</b>	RYANAIR	S	18	0	0	5.6	38.9	33.3	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	94.4	3	18	
<b>TOTAL FARO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>33.3</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>12</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>33.3</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>12</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	RYANAIR	S	18	0	0	5.6	38.9	50.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	62.5	16	16	
<b>TOTAL ALICANTE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>62.5</b>	<b>16</b>	<b>16</b>	
<b>IBIZA</b>	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	0.0	0	100.0	15	1	
<b>IBIZA</b>	TUI AIRWAYS LTD	C	9	0	0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL IBIZA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>66.7</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>0.0</b>	<b>3</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
<b>MALAGA</b>	RYANAIR	S	18	0	0	27.8	27.8	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	16	
<b>TOTAL MALAGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>27.8</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>2</b>	<b>100.0</b>	<b>4</b>	<b>16</b>	
<b>PALMA DE MALLORCA</b>	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	0.0	0	77.3	42	22	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	37.5	6.3	18.8	25.0	0.0	6.3	0.0	0.0	0.0	46	0.0	0	0	
<b>TOTAL PALMA DE MALLORCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>37.5</b>	<b>6.3</b>	<b>18.8</b>	<b>25.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>77.3</b>	<b>42</b>	<b>22</b>	
REUS	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	42.9	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL REUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</b>	<b>0.0</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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>30.9</b>	<b>36.8</b>	<b>4.4</b>	<b>5.9</b>	<b>8.8</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.0</b>	<b>23</b>	<b>55</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
LAS PALMAS	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	0.0	0	62.5	11	8	
LAS PALMAS	TUI AIRWAYS LTD	C	7	0	0	0.0	71.4	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	72	0.0	0	0	
<b>TOTAL LAS PALMAS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</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>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>72</b>	<b>62.5</b>	<b>11</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	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	0.0	0	100.0	0	8	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.7</b>	<b>13.3</b>	<b>13.3</b>	<b>6.7</b>	<b>6.7</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>44</b>	<b>81.3</b>	<b>6</b>	<b>16</b>	
<b>TURKEY</b>																					
DALAMAN	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	77	1	
<b>TOTAL DALAMAN</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>77</b>	<b>1</b>	
<b>TOTAL TURKEY</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>77</b>	<b>1</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	63	0	0	3.2	54.0	33.3	3.2	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	96.8	1	62	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>54.0</b>	<b>33.3</b>	<b>3.2</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>5</b>	<b>96.8</b>	<b>1</b>	<b>62</b>	
BIRMINGHAM	FLYBE LTD	S	158	0	0	2.5	55.7	27.8	8.2	1.3	3.2	1.3	0.0	0.0	0.0	0.0	7	80.6	11	222	
<b>TOTAL BIRMINGHAM</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>55.7</b>	<b>27.8</b>	<b>8.2</b>	<b>1.3</b>	<b>3.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.6</b>	<b>11</b>	<b>222</b>	
BRISTOL	BMI REGIONAL	S	43	0	4	6.4	44.7	27.7	6.4	6.4	0.0	0.0	0.0	0.0	0.0	8.5	7	77.2	17	57	
<b>TOTAL BRISTOL</b>			<b>43</b>	<b>0</b>	<b>4</b>	<b>6.4</b>	<b>44.7</b>	<b>27.7</b>	<b>6.4</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>7</b>	<b>77.2</b>	<b>17</b>	<b>57</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	86.0	7	50	
CARDIFF WALES	FLYBE LTD	S	46	0	6	7.7	32.7	28.8	1.9	5.8	9.6	1.9	0.0	0.0	0.0	11.5	16	0.0	24	1	
<b>TOTAL CARDIFF WALES</b>			<b>46</b>	<b>0</b>	<b>6</b>	<b>7.7</b>	<b>32.7</b>	<b>28.8</b>	<b>1.9</b>	<b>5.8</b>	<b>9.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>16</b>	<b>84.3</b>	<b>8</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	0.0	0	92.5	4	106	
DURHAM TEES VALLEY	FLYBE LTD	S	113	0	15	4.7	30.5	35.2	6.3	3.9	3.9	3.9	0.0	0.0	0.0	11.7	16	0.0	0	0	
<b>TOTAL DURHAM TEES VALLEY</b>			<b>113</b>	<b>0</b>	<b>15</b>	<b>4.7</b>	<b>30.5</b>	<b>35.2</b>	<b>6.3</b>	<b>3.9</b>	<b>3.9</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.7</b>	<b>16</b>	<b>92.5</b>	<b>4</b>	<b>106</b>	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	114	0	2	12.1	33.6	24.1	10.3	8.6	1.7	4.3	3.4	0.0	0.0	1.7	24	76.7	19	116	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: ABERDEEN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 GATWICK</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>12.1</b>	<b>33.6</b>	<b>24.1</b>	<b>10.3</b>	<b>8.6</b>	<b>1.7</b>	<b>4.3</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>24</b>	<b>76.7</b>	<b>19</b>	<b>116</b>	
GLASGOW	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
GLASGOW	LOGANAIR 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	
GLASGOW	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL GLASGOW</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>2</b>	
HEATHROW	BRITISH AIRWAYS PLC	S	390	0	4	6.1	59.1	23.4	4.8	3.0	2.0	0.0	0.5	0.0	0.0	1.0	7	89.0	6	435	
HEATHROW	FLYBE LTD	S	170	0	0	30.0	40.0	17.6	7.1	2.9	2.4	0.0	0.0	0.0	0.0	0.0	6	87.7	8	162	
<b>TOTAL HEATHROW</b>			<b>560</b>	<b>0</b>	<b>4</b>	<b>13.3</b>	<b>53.4</b>	<b>21.6</b>	<b>5.5</b>	<b>3.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>6</b>	<b>88.6</b>	<b>6</b>	<b>597</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	0.0	0	56.9	20	130	
HUMBERSIDE	FLYBE LTD	S	121	0	18	4.3	23.7	30.2	7.2	7.9	8.6	5.0	0.0	0.0	0.0	12.9	24	0.0	0	0	
<b>TOTAL HUMBERSIDE</b>			<b>121</b>	<b>0</b>	<b>18</b>	<b>4.3</b>	<b>23.7</b>	<b>30.2</b>	<b>7.2</b>	<b>7.9</b>	<b>8.6</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>	<b>24</b>	<b>56.9</b>	<b>20</b>	<b>130</b>		
JERSEY	FLYBE LTD	S	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	1	75.0	17	8	
<b>TOTAL JERSEY</b>			<b>8</b>	<b>0</b>	<b>1</b>	<b>0.0</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>11.1</b>	<b>1</b>	<b>75.0</b>	<b>17</b>	<b>8</b>	
KIRKWALL	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	
KIRKWALL	LOGANAIR LTD	S	193	0	4	15.7	45.7	23.4	5.6	1.5	3.6	2.0	0.0	0.5	0.0	2.0	11	83.1	11	178	
<b>TOTAL KIRKWALL</b>			<b>195</b>	<b>0</b>	<b>4</b>	<b>16.1</b>	<b>45.7</b>	<b>23.1</b>	<b>5.5</b>	<b>1.5</b>	<b>3.5</b>	<b>2.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>2.0</b>	<b>11</b>	<b>83.1</b>	<b>11</b>	<b>178</b>	
LEEDS BRADFORD	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	75.9	22	54	
LEEDS BRADFORD	FLYBE LTD	S	38	0	12	0.0	24.0	22.0	4.0	8.0	8.0	2.0	8.0	0.0	0.0	24.0	44	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>			<b>38</b>	<b>0</b>	<b>13</b>	<b>0.0</b>	<b>23.5</b>	<b>21.6</b>	<b>3.9</b>	<b>7.8</b>	<b>7.8</b>	<b>2.0</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>25.5</b>	<b>44</b>	<b>75.9</b>	<b>22</b>	<b>54</b>	
LONDON CITY	FLYBE LTD	S	98	0	2	1.0	31.0	36.0	7.0	7.0	14.0	2.0	0.0	0.0	0.0	2.0	21	93.3	5	104	
<b>TOTAL LONDON CITY</b>			<b>98</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>31.0</b>	<b>36.0</b>	<b>7.0</b>	<b>7.0</b>	<b>14.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>21</b>	<b>93.3</b>	<b>5</b>	<b>104</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	44	0	0	0.0	31.8	31.8	4.5	13.6	9.1	9.1	0.0	0.0	0.0	0.0	29	75.9	15	54	
<b>TOTAL LUTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>31.8</b>	<b>4.5</b>	<b>13.6</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>29</b>	<b>75.9</b>	<b>15</b>	<b>54</b>	
MANCHESTER	FLYBE LTD	S	322	0	2	3.1	59.0	25.0	3.1	4.0	2.5	2.2	0.6	0.0	0.0	0.6	10	88.0	6	326	
<b>TOTAL MANCHESTER</b>			<b>322</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>59.0</b>	<b>25.0</b>	<b>3.1</b>	<b>4.0</b>	<b>2.5</b>	<b>2.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>88.0</b>	<b>6</b>	<b>326</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	83.9	8	87	
NEWCASTLE	FLYBE LTD	S	81	0	12	3.2	25.8	34.4	10.8	5.4	4.3	3.2	0.0	0.0	0.0	12.9	16	0.0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>81</b>	<b>0</b>	<b>12</b>	<b>3.2</b>	<b>25.8</b>	<b>34.4</b>	<b>10.8</b>	<b>5.4</b>	<b>4.3</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.9</b>	<b>16</b>	<b>83.9</b>	<b>8</b>	<b>87</b>	
NEWQUAY	FLYBE 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 NEWQUAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
NORWICH	BMI REGIONAL	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	86.1	8	108	
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	81.9	15	127	
NORWICH	FLYBE LTD	S	141	0	4	11.0	42.1	24.1	2.8	3.4	12.4	1.4	0.0	0.0	0.0	2.8	16	0.0	0	0	
<b>TOTAL NORWICH</b>			<b>142</b>	<b>0</b>	<b>4</b>	<b>11.0</b>	<b>42.5</b>	<b>24.0</b>	<b>2.7</b>	<b>3.4</b>	<b>12.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>16</b>	<b>83.8</b>	<b>11</b>	<b>235</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	71.9	13	64	
SOUTHAMPTON	FLYBE LTD	S	69	0	20	5.6	33.7	18.0	4.5	5.6	2.2	2.2	5.6	0.0	0.0	22.5	29	100.0	0	4	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: ABERDEEN (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
<b>TOTAL SOUTHAMPTON</b>			<b>69</b>	<b>0</b>	<b>20</b>	<b>5.6</b>	<b>33.7</b>	<b>18.0</b>	<b>4.5</b>	<b>5.6</b>	<b>2.2</b>	<b>2.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>22.5</b>	<b>29</b>	<b>73.5</b>	<b>12</b>	<b>68</b>
STORNOWAY	EASTERN AIRWAYS	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	87.0	4	46
STORNOWAY	FLYBE LTD	S	78	0	12	11.1	28.9	25.6	7.8	2.2	7.8	2.2	1.1	0.0	0.0	13.3	20	0.0	0	0
<b>TOTAL STORNOWAY</b>			<b>80</b>	<b>0</b>	<b>14</b>	<b>10.6</b>	<b>29.8</b>	<b>24.5</b>	<b>7.4</b>	<b>2.1</b>	<b>7.4</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>14.9</b>	<b>20</b>	<b>87.0</b>	<b>4</b>	<b>46</b>
SUMBURGH	EASTERN AIRWAYS	S	154	0	21	17.7	17.1	27.4	6.9	6.9	6.9	3.4	1.1	0.6	0.0	12.0	25	82.0	25	161
SUMBURGH	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	176	2
SUMBURGH	LOGANAIR LTD	S	246	0	11	6.2	47.1	30.0	3.5	3.9	3.9	1.2	0.0	0.0	0.0	4.3	9	87.7	9	260
<b>TOTAL SUMBURGH</b>			<b>400</b>	<b>0</b>	<b>32</b>	<b>10.9</b>	<b>35.0</b>	<b>28.9</b>	<b>4.9</b>	<b>5.1</b>	<b>5.1</b>	<b>2.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>7.4</b>	<b>15</b>	<b>85.1</b>	<b>16</b>	<b>423</b>
WICK JOHN O GROATS	EASTERN AIRWAYS	S	1	1	2	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	50.0	10	81.3	17	96
WICK JOHN O GROATS	FLYBE LTD	S	80	0	23	3.9	13.6	25.2	3.9	8.7	4.9	15.5	1.9	0.0	0.0	22.3	47	0.0	0	0
<b>TOTAL WICK JOHN O GROATS</b>			<b>81</b>	<b>1</b>	<b>25</b>	<b>3.7</b>	<b>13.1</b>	<b>25.2</b>	<b>3.7</b>	<b>8.4</b>	<b>4.7</b>	<b>15.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.9</b>	<b>23.4</b>	<b>47</b>	<b>81.3</b>	<b>17</b>	<b>96</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2779</b>	<b>1</b>	<b>178</b>	<b>8.2</b>	<b>41.5</b>	<b>26.3</b>	<b>5.5</b>	<b>4.6</b>	<b>4.6</b>	<b>2.4</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>6.0</b>	<b>15</b>	<b>83.9</b>	<b>11</b>	<b>3024</b>
<b>TOTAL ABERDEEN</b>			<b>3838</b>	<b>1</b>	<b>202</b>	<b>7.2</b>	<b>44.2</b>	<b>26.7</b>	<b>5.4</b>	<b>4.8</b>	<b>4.1</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>13</b>	<b>84.3</b>	<b>10</b>	<b>4296</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>GERMANY</b>																					
STUTTGART	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	
<b>TOTAL STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 GERMANY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>ICELAND</b>																					
KEFLAVIK	FLUGFELAG ISLANDS(AIR ICELAND)	S	14	0	0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</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>0.0</b>	<b>3</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>0.0</b>	<b>57.1</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	62	0	0	17.7	46.8	19.4	11.3	3.2	0.0	1.6	0.0	0.0	0.0	0.0	7	64.5	21	62	
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>46.8</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.5</b>	<b>21</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>46.8</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>64.5</b>	<b>21</b>	<b>62</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	AER LINGUS	S	60	0	2	1.6	56.5	27.4	4.8	1.6	4.8	0.0	0.0	0.0	0.0	3.2	8	96.8	2	62	
<b>TOTAL FARO</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>56.5</b>	<b>27.4</b>	<b>4.8</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>8</b>	<b>96.8</b>	<b>2</b>	<b>62</b>	
<b>TOTAL PORTUGAL</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>56.5</b>	<b>27.4</b>	<b>4.8</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>8</b>	<b>96.8</b>	<b>2</b>	<b>62</b>	
<b>SPAIN</b>																					
ALICANTE	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	73.1	10	26	
<b>TOTAL ALICANTE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>73.1</b>	<b>10</b>	<b>26</b>	
MALAGA	AER LINGUS	S	61	0	0	0.0	16.4	49.2	14.8	11.5	4.9	3.3	0.0	0.0	0.0	0.0	19	90.3	6	62	
<b>TOTAL MALAGA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.4</b>	<b>49.2</b>	<b>14.8</b>	<b>11.5</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>19</b>	<b>90.3</b>	<b>6</b>	<b>62</b>	
PALMA DE MALLORCA	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	61.1	15	36	
<b>TOTAL PALMA DE MALLORCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>61.1</b>	<b>15</b>	<b>36</b>	
<b>TOTAL SPAIN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.4</b>	<b>49.2</b>	<b>14.8</b>	<b>11.5</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>19</b>	<b>78.2</b>	<b>9</b>	<b>124</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	64	0	0	7.8	57.8	25.0	1.6	4.7	1.6	0.0	0.0	1.6	0.0	0.0	73	96.8	2	62	
<b>TOTAL ABERDEEN</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>57.8</b>	<b>25.0</b>	<b>1.6</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>73</b>	<b>96.8</b>	<b>2</b>	<b>62</b>	
BELFAST INTERNATIONAL	AER LINGUS	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	
BELFAST 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	12	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>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BIGGIN HILL	AIR ALLIANCE EXPRESS	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL BIGGIN HILL</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>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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
BIRMINGHAM	FLYBE LTD	S	408	0	2	1.5	47.1	34.4	6.1	5.1	4.1	0.7	0.5	0.0	0.0	0.5	10	79.5	10	386
<b>TOTAL BIRMINGHAM</b>			<b>408</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>47.1</b>	<b>34.4</b>	<b>6.1</b>	<b>5.1</b>	<b>4.1</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>10</b>	<b>79.5</b>	<b>10</b>	<b>386</b>
CARDIFF WALES	FLYBE LTD	S	100	0	0	2.0	57.0	30.0	3.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	7	95.2	3	62
<b>TOTAL CARDIFF WALES</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>57.0</b>	<b>30.0</b>	<b>3.0</b>	<b>2.0</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>95.2</b>	<b>3</b>	<b>62</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	217	0	2	3.7	52.5	33.3	5.5	3.2	0.9	0.0	0.0	0.0	0.0	0.9	4	94.6	4	221
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>217</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>52.5</b>	<b>33.3</b>	<b>5.5</b>	<b>3.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>4</b>	<b>94.6</b>	<b>4</b>	<b>221</b>
EDINBURGH	FLYBE LTD	S	226	0	2	5.3	43.9	40.8	3.5	3.5	1.3	0.9	0.0	0.0	0.0	0.9	6	88.6	6	272
<b>TOTAL EDINBURGH</b>			<b>226</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>43.9</b>	<b>40.8</b>	<b>3.5</b>	<b>3.5</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6</b>	<b>88.6</b>	<b>6</b>	<b>272</b>
EXETER	FLYBE LTD	S	62	0	0	3.2	64.5	24.2	3.2	3.2	1.6	0.0	0.0	0.0	0.0	0.0	4	95.2	3	62
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>64.5</b>	<b>24.2</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>95.2</b>	<b>3</b>	<b>62</b>
GLASGOW	FLYBE LTD	S	218	0	2	12.3	59.5	17.7	1.8	4.5	2.7	0.5	0.0	0.0	0.0	0.9	6	81.3	10	270
<b>TOTAL GLASGOW</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>12.3</b>	<b>59.5</b>	<b>17.7</b>	<b>1.8</b>	<b>4.5</b>	<b>2.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6</b>	<b>81.3</b>	<b>10</b>	<b>270</b>
HEATHROW	AER LINGUS	S	186	0	0	18.8	51.1	22.6	3.8	1.6	2.2	0.0	0.0	0.0	0.0	0.0	5	96.3	2	185
HEATHROW	BRITISH AIRWAYS PLC	S	267	0	3	7.0	55.9	24.8	4.4	4.4	2.2	0.0	0.0	0.0	0.0	1.1	6	90.3	6	280
<b>TOTAL HEATHROW</b>			<b>453</b>	<b>0</b>	<b>3</b>	<b>11.8</b>	<b>53.9</b>	<b>23.9</b>	<b>4.2</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>0.7</b>	<b>5</b>	<b>92.7</b>	<b>4</b>	<b>465</b>
INVERNESS	FLYBE LTD	S	62	0	0	1.6	61.3	32.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	98.4	1	62
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>61.3</b>	<b>32.3</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>0.0</b>	<b>2</b>	<b>98.4</b>	<b>1</b>	<b>62</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	77.8	13	36
ISLE OF MAN	FLYBE LTD	S	55	0	1	3.6	42.9	28.6	8.9	5.4	5.4	1.8	1.8	0.0	0.0	1.8	18	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>42.9</b>	<b>28.6</b>	<b>8.9</b>	<b>5.4</b>	<b>5.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>77.8</b>	<b>13</b>	<b>36</b>
LEEDS BRADFORD	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
LEEDS BRADFORD	FLYBE LTD	S	248	0	2	1.6	54.0	32.4	3.2	2.8	3.6	1.2	0.4	0.0	0.0	0.8	8	92.4	4	238
<b>TOTAL LEEDS BRADFORD</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>54.0</b>	<b>32.4</b>	<b>3.2</b>	<b>2.8</b>	<b>3.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>8</b>	<b>92.5</b>	<b>4</b>	<b>239</b>
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	60	0	0	10.0	60.0	20.0	0.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	7	96.8	2	62
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</b>	<b>20.0</b>	<b>0.0</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>7</b>	<b>96.8</b>	<b>2</b>	<b>62</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	6	0.0	0	0
LONDON CITY	FLYBE LTD	S	286	0	2	1.0	38.2	43.8	5.9	5.6	4.9	0.0	0.0	0.0	0.0	0.7	9	95.6	2	204
<b>TOTAL LONDON CITY</b>			<b>287</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>38.1</b>	<b>43.9</b>	<b>5.9</b>	<b>5.5</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>95.6</b>	<b>2</b>	<b>204</b>
MANCHESTER	FLYBE LTD	S	397	0	4	1.2	53.6	33.2	3.0	3.0	4.5	0.5	0.0	0.0	0.0	1.0	8	89.5	6	407
<b>TOTAL MANCHESTER</b>			<b>397</b>	<b>0</b>	<b>4</b>	<b>1.2</b>	<b>53.6</b>	<b>33.2</b>	<b>3.0</b>	<b>3.0</b>	<b>4.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>8</b>	<b>89.5</b>	<b>6</b>	<b>407</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	66.7	12	15
NEWCASTLE	FLYBE LTD	S	55	0	1	14.3	41.1	19.6	10.7	1.8	7.1	1.8	1.8	0.0	0.0	1.8	17	0.0	0	0
<b>TOTAL NEWCASTLE</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>41.1</b>	<b>19.6</b>	<b>10.7</b>	<b>1.8</b>	<b>7.1</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>17</b>	<b>66.7</b>	<b>12</b>	<b>15</b>
NEWQUAY	FLYBE 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	1	66.7	19	9

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

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 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 NEWQUAY</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>1</b>	<b>66.7</b>	<b>19</b>	<b>9</b>
<b>SOUTHAMPTON</b>	FLYBE LTD	S	180	0	0	7.2	50.0	33.9	2.2	1.7	4.4	0.6	0.0	0.0	0.0	0.0	5	93.8	5	177
<b>TOTAL SOUTHAMPTON</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>50.0</b>	<b>33.9</b>	<b>2.2</b>	<b>1.7</b>	<b>4.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>93.8</b>	<b>5</b>	<b>177</b>
<b>STANSTED</b>	AER LINGUS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3100</b>	<b>0</b>	<b>21</b>	<b>5.1</b>	<b>51.0</b>	<b>31.4</b>	<b>4.2</b>	<b>3.7</b>	<b>3.3</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>89.6</b>	<b>6</b>	<b>3012</b>
<b>TOTAL BELFAST CITY</b>			<b>3297</b>	<b>0</b>	<b>23</b>	<b>5.1</b>	<b>50.5</b>	<b>31.4</b>	<b>4.5</b>	<b>3.8</b>	<b>3.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>88.8</b>	<b>6</b>	<b>3262</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>BULGARIA</b>																					
BURGAS	BH 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	5	0.0	0	0	
BURGAS	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	8	100.0	6	3	
<b>TOTAL BURGAS</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>100.0</b>	<b>6</b>	<b>3</b>	
<b>TOTAL BULGARIA</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>100.0</b>	<b>6</b>	<b>3</b>	
<b>CROATIA</b>																					
DUBROVNIK	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	70.0	10	10	
DUBROVNIK	JET2.COM 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	6	100.0	2	8	
<b>TOTAL DUBROVNIK</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>6</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	11	0	0	0.0	0.0	45.5	9.1	18.2	18.2	0.0	0.0	9.1	0.0	0.0	159	66.7	139	12	
<b>TOTAL SPLIT</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>45.5</b>	<b>9.1</b>	<b>18.2</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>159</b>	<b>66.7</b>	<b>139</b>	<b>12</b>	
<b>TOTAL CROATIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>5.3</b>	<b>52.6</b>	<b>10.5</b>	<b>10.5</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>76.7</b>	<b>60</b>	<b>30</b>	
<b>CYPRUS</b>																					
LARNACA	THOMAS COOK AIRLINES LTD	C	11	0	0	9.1	9.1	36.4	36.4	9.1	0.0	0.0	0.0	0.0	0.0	0.0	13	70.0	9	10	
<b>TOTAL LARNACA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>9.1</b>	<b>36.4</b>	<b>36.4</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.0</b>	<b>9</b>	<b>10</b>	
PAPHOS	JET2.COM LTD	S	10	0	0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CYPRUS</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>14.3</b>	<b>38.1</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>70.0</b>	<b>9</b>	<b>10</b>	
<b>FRANCE</b>																					
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	27.8	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	6	
<b>TOTAL BORDEAUX</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>55.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>3</b>	<b>6</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	26	0	0	3.8	42.3	26.9	15.4	7.7	3.8	0.0	0.0	0.0	0.0	0.0	11	90.0	3	20	
<b>TOTAL NICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>42.3</b>	<b>26.9</b>	<b>15.4</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>11</b>	<b>90.0</b>	<b>3</b>	<b>20</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	52	0	0	0.0	15.4	44.2	15.4	13.5	11.5	0.0	0.0	0.0	0.0	0.0	21	76.5	10	34	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>44.2</b>	<b>15.4</b>	<b>13.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.5</b>	<b>10</b>	<b>34</b>	
TARBES-LOURDES INTERNATIONAL	AIR NOSTRUM	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
TARBES-LOURDES INTERNATIONAL	ALBA STAR	C	3	0	0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	80	50.0	42	4	
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	6	0	0	0.0	0.0	0.0	16.7	0.0	33.3	33.3	16.7	0.0	0.0	0.0	113	0.0	147	6	
TARBES-LOURDES INTERNATIONAL	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	81	3	
TARBES-LOURDES INTERNATIONAL	TUI AIRWAYS LTD	C	4	0	0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	162	0.0	145	1	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>7.1</b>	<b>7.1</b>	<b>21.4</b>	<b>21.4</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>112</b>	<b>14.3</b>	<b>103</b>	<b>14</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 FRANCE</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>21.8</b>	<b>38.2</b>	<b>12.7</b>	<b>9.1</b>	<b>9.1</b>	<b>2.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>70.3</b>	<b>25</b>	<b>74</b>	
<b>GERMANY</b>																					
<b>BERLIN (SCHONEFELD)</b>	RYANAIR	S	18	0	0	5.6	38.9	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	4	26	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</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>0.0</b>	<b>3</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
<b>TOTAL GERMANY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</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>0.0</b>	<b>3</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
<b>GREECE</b>																					
<b>CORFU</b>	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	34	100.0	1	3	
<b>TOTAL CORFU</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>100.0</b>	<b>1</b>	<b>3</b>	
<b>HERAKLION</b>	JET2.COM LTD	S	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL HERAKLION</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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>RHODES</b>	JET2.COM LTD	S	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>RHODES</b>	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	15	2	
<b>TOTAL RHODES</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>45.5</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>0.0</b>	<b>8</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
<b>ZAKINTHOS</b>	JET2.COM LTD	S	10	0	0	30.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	8	10	
<b>TOTAL ZAKINTHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</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>0.0</b>	<b>1</b>	<b>90.0</b>	<b>8</b>	<b>10</b>	
<b>TOTAL GREECE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>21.9</b>	<b>43.8</b>	<b>15.6</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>9</b>	<b>86.7</b>	<b>8</b>	<b>15</b>	
<b>ICELAND</b>																					
<b>KEFLAVIK</b>	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 KEFLAVIK</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 ICELAND</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>ITALY</b>																					
<b>BERGAMO</b>	RYANAIR	S	18	0	0	5.6	33.3	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	15	18	
<b>TOTAL BERGAMO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>61.1</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>4</b>	<b>94.4</b>	<b>15</b>	<b>18</b>	
<b>NAPLES</b>	JET2.COM LTD	S	8	0	0	12.5	25.0	12.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>VERONA VILLAFRANCA</b>	ERNEST AIRLINES	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>VERONA VILLAFRANCA</b>	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	0.0	38	2	
<b>TOTAL VERONA VILLAFRANCA</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>26</b>	<b>0.0</b>	<b>38</b>	<b>2</b>	
<b>TOTAL ITALY</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>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>85.0</b>	<b>17</b>	<b>20</b>	
<b>LITHUANIA</b>																					
<b>VILNIUS</b>	WIZZ AIR	S	18	0	0	5.6	33.3	55.6	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	20	94.4	4	18	
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</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>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</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>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>MALTA</b>																					
<b>MALTA</b>	JET2.COM LTD	S	10	0	0	10.0	30.0	50.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>MALTA</b>	RYANAIR	S	18	0	0	16.7	38.9	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	18	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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													late	late
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>35.7</b>	<b>39.3</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL MALTA NETHERLANDS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>35.7</b>	<b>39.3</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</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>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	88	0	0	0.0	15.9	51.1	17.0	12.5	2.3	0.0	1.1	0.0	0.0	17	75.0	14	88		
<b>TOTAL AMSTERDAM</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>51.1</b>	<b>17.0</b>	<b>12.5</b>	<b>2.3</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>14</b>	<b>88</b>		
<b>TOTAL NETHERLANDS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>51.1</b>	<b>17.0</b>	<b>12.5</b>	<b>2.3</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>14</b>	<b>88</b>		
<b>POLAND</b>																					
<b>GDANSK</b>	RYANAIR	S	18	0	0	0.0	50.0	38.9	5.6	0.0	0.0	0.0	0.0	5.6	0.0	27	94.4	4	18		
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>38.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>27</b>	<b>94.4</b>	<b>4</b>	<b>18</b>		
<b>KATOWICE</b>	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	66.7	17	18		
<b>TOTAL KATOWICE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>17</b>	<b>18</b>			
<b>KRAKOW</b>	EASYJET AIRLINE COMPANY LTD	S	28	0	0	0.0	25.0	67.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	96.2	5	26		
<b>KRAKOW</b>	RYANAIR	S	28	0	0	7.1	39.3	42.9	10.7	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	6	26		
<b>TOTAL KRAKOW</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.1</b>	<b>55.4</b>	<b>8.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.2</b>	<b>5</b>	<b>52</b>		
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	18	0	0	5.6	44.4	44.4	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	18		
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</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>5</b>	<b>100.0</b>	<b>4</b>	<b>18</b>		
<b>WROCLAW</b>	RYANAIR	S	16	0	0	6.3	43.8	43.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	18		
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>2</b>	<b>18</b>		
<b>TOTAL POLAND</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>38.9</b>	<b>49.1</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>9</b>	<b>91.9</b>	<b>6</b>	<b>124</b>		
<b>PORTUGAL(EXCLUDING FARO)</b>																					
<b>FARO</b>	EASYJET AIRLINE COMPANY LTD	S	88	0	0	0.0	22.7	51.1	10.2	5.7	8.0	0.0	2.3	0.0	0.0	21	93.5	4	107		
<b>FARO</b>	JET2.COM LTD	S	38	0	0	15.8	44.7	34.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	30		
<b>TOTAL FARO</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>29.4</b>	<b>46.0</b>	<b>8.7</b>	<b>4.0</b>	<b>5.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>94.9</b>	<b>3</b>	<b>137</b>		
<b>TOTAL PORTUGAL</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>29.4</b>	<b>46.0</b>	<b>8.7</b>	<b>4.0</b>	<b>5.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>94.9</b>	<b>3</b>	<b>137</b>		
<b>PORTUGAL(MADEIRA)</b>																					
<b>FUNCHAL</b>	JET2.COM LTD	S	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
<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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>SPAIN</b>																					
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	77	0	0	3.9	26.0	46.8	10.4	3.9	3.9	2.6	1.3	1.3	0.0	36	86.3	25	80		
<b>ALICANTE</b>	JET2.COM LTD	S	38	0	0	15.8	34.2	47.4	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3	84.4	4	32		
<b>ALICANTE</b>	RYANAIR	S	44	0	0	0.0	6.8	52.3	22.7	11.4	6.8	0.0	0.0	0.0	0.0	18	78.3	11	46		
<b>TOTAL ALICANTE</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>22.6</b>	<b>48.4</b>	<b>11.9</b>	<b>5.0</b>	<b>3.8</b>	<b>1.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>23</b>	<b>83.5</b>	<b>16</b>	<b>158</b>		
<b>ALMERIA</b>	JET2.COM LTD	S	9	0	0	33.3	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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 ALMERIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>11.1</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>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BARCELONA	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	20.0	55	5	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	2.3	22.7	59.1	11.4	2.3	2.3	0.0	0.0	0.0	0.0	8	97.7	5	44	
BARCELONA	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
<b>TOTAL BARCELONA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>22.7</b>	<b>59.1</b>	<b>11.4</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>8</b>	<b>90.2</b>	<b>10</b>	<b>51</b>	
GIRONA	JET2.COM LTD	S	10	0	0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	4	
GIRONA	RYANAIR	S	18	0	0	0.0	16.7	44.4	16.7	16.7	5.6	0.0	0.0	0.0	0.0	17	83.3	7	18	
<b>TOTAL GIRONA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>32.1</b>	<b>39.3</b>	<b>10.7</b>	<b>10.7</b>	<b>3.6</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>22</b>	
IBIZA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	18.8	12.5	43.8	18.8	0.0	6.3	0.0	0.0	0.0	0.0	10	83.3	11	12	
IBIZA	JET2.COM LTD	S	21	0	0	28.6	14.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	18	
IBIZA	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	100.0	0	10		
IBIZA	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	8	100.0	6	3	
<b>TOTAL IBIZA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>22.5</b>	<b>12.5</b>	<b>47.5</b>	<b>15.0</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>95.3</b>	<b>4</b>	<b>43</b>	
MAHON	JET2.COM LTD	S	10	0	0	10.0	10.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	10	
MAHON	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	3	100.0	4	3	
<b>TOTAL MAHON</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>53.8</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>13</b>	
MALAGA	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	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	77	0	0	2.6	31.2	49.4	7.8	5.2	2.6	1.3	0.0	0.0	0.0	11	86.3	8	80	
MALAGA	JET2.COM LTD	S	12	0	0	16.7	0.0	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	6	
MALAGA	RYANAIR	S	44	0	0	0.0	31.8	45.5	18.2	4.5	0.0	0.0	0.0	0.0	0.0	10	86.7	20	45	
MALAGA	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	18	0.0	31	3	
<b>TOTAL MALAGA</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>28.5</b>	<b>48.9</b>	<b>12.4</b>	<b>5.1</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.1</b>	<b>12</b>	<b>134</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	82	0	4	1.2	10.5	26.7	12.8	23.3	10.5	3.5	7.0	0.0	0.0	4.7	52	77.3	12	88
PALMA DE MALLORCA	JET2.COM LTD	S	32	0	0	3.1	34.4	50.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	7	90.6	3	32	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	C	10	0	0	0.0	10.0	40.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	21	87.5	7	8	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	19	0	0	5.3	15.8	42.1	10.5	15.8	10.5	0.0	0.0	0.0	0.0	20	76.5	10	17	
<b>TOTAL PALMA DE MALLORCA</b>			<b>143</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>16.3</b>	<b>34.7</b>	<b>11.6</b>	<b>18.4</b>	<b>8.2</b>	<b>2.0</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>35</b>	<b>80.7</b>	<b>10</b>	<b>145</b>
REUS	JET2.COM LTD	S	15	0	0	13.3	20.0	46.7	6.7	6.7	0.0	0.0	6.7	0.0	0.0	23	100.0	1	14	
REUS	THOMAS COOK AIRLINES LTD	C	19	0	0	0.0	21.1	52.6	10.5	5.3	0.0	10.5	0.0	0.0	0.0	23	88.9	5	18	
REUS	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	32	83.3	12	6	
<b>TOTAL REUS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>17.5</b>	<b>45.0</b>	<b>15.0</b>	<b>7.5</b>	<b>2.5</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>92.1</b>	<b>5</b>	<b>38</b>	
SEVILLE	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL SEVILLE</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 SPAIN</b>			<b>615</b>	<b>0</b>	<b>4</b>	<b>5.3</b>	<b>21.8</b>	<b>45.4</b>	<b>12.3</b>	<b>7.9</b>	<b>3.9</b>	<b>1.3</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>20</b>	<b>85.6</b>	<b>11</b>	<b>604</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	18	0	0	22.2	22.2	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	18	
ARRECIFE	RYANAIR	S	16	0	0	0.0	25.0	50.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	94.4	5	18	
ARRECIFE	THOMAS COOK AIRLINES LTD	C	17	0	0	17.6	23.5	41.2	11.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	8	93.3	95	15	
ARRECIFE	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	2	0.0	16	1	
<b>TOTAL ARRECIFE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>22.2</b>	<b>48.1</b>	<b>11.1</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>0.0</b>	<b>8</b>	<b>94.2</b>	<b>30</b>	<b>52</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	11.1	38.9	44.4	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	80	90.0	4	10	
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</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>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
LAS PALMAS	JET2.COM LTD	S	17	0	0	17.6	23.5	47.1	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	10	
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	100.0	2	10	
LAS PALMAS	TUI 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	7	100.0	8	3	
<b>TOTAL LAS PALMAS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>20.0</b>	<b>45.0</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>7</b>	<b>100.0</b>	<b>3</b>	<b>23</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	18	0	0	11.1	33.3	33.3	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	12	94.4	2	18	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	11.1	33.3	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	16	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	18	0	0	5.6	27.8	44.4	0.0	0.0	5.6	11.1	0.0	5.6	0.0	0.0	111	90.0	4	20	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	33.3	59	3	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>29.8</b>	<b>40.4</b>	<b>7.0</b>	<b>5.3</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>91.2</b>	<b>6</b>	<b>57</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>26.8</b>	<b>44.3</b>	<b>8.1</b>	<b>4.0</b>	<b>2.0</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>93.7</b>	<b>14</b>	<b>142</b>	
<b>SWEDEN</b>																					
STOCKHOLM (SKAVSTA)	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	1	2	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 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>100.0</b>	<b>1</b>	<b>2</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	C	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	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>53.3</b>	<b>20.0</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	THOMAS COOK AIRLINES LTD	C	15	0	0	13.3	6.7	33.3	13.3	20.0	6.7	6.7	0.0	0.0	0.0	0.0	30	100.0	0	1	
<b>TOTAL DALAMAN</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>6.7</b>	<b>33.3</b>	<b>13.3</b>	<b>20.0</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>30</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL TURKEY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>6.7</b>	<b>43.3</b>	<b>16.7</b>	<b>16.7</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>23</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>UNITED KINGDOM</b>																					
BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	152	0	0	0.7	30.3	46.1	13.2	5.9	1.3	1.3	1.3	0.0	0.0	0.0	15	92.3	5	168	
BIRMINGHAM	MICHELIN AIR SERVICES	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL BIRMINGHAM</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>30.3</b>	<b>46.1</b>	<b>13.2</b>	<b>5.9</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.4</b>	<b>5</b>	<b>170</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	148	0	2	1.3	28.7	34.0	10.7	10.7	10.7	2.7	0.0	0.0	0.0	1.3	22	67.3	14	150
<b>TOTAL BRISTOL</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>1.3</b>	<b>28.7</b>	<b>34.0</b>	<b>10.7</b>	<b>10.7</b>	<b>10.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>22</b>	<b>67.3</b>	<b>14</b>	<b>150</b>
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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>100.0</b>	<b>1</b>	<b>2</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	208	0	0	1.9	26.9	48.1	10.1	6.3	5.8	0.0	1.0	0.0	0.0	0.0	14	76.1	11	176
EDINBURGH	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>26.8</b>	<b>47.8</b>	<b>10.0</b>	<b>6.7</b>	<b>5.7</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>76.1</b>	<b>11</b>	<b>176</b>
FARNBOROUGH	AIR X CHARTER	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL FARNBOROUGH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GATWICK	EASYJET AIRLINE COMPANY LTD	S	364	0	5	5.7	25.2	36.6	12.5	7.3	7.9	1.9	0.5	1.1	0.0	1.4	27	73.7	14	376
GATWICK	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.2	12	248
GATWICK	THOMAS COOK AIRLINES LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL GATWICK</b>			<b>365</b>	<b>0</b>	<b>5</b>	<b>5.7</b>	<b>25.1</b>	<b>36.5</b>	<b>12.4</b>	<b>7.6</b>	<b>7.8</b>	<b>1.9</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>1.4</b>	<b>27</b>	<b>74.7</b>	<b>13</b>	<b>624</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	184	0	0	3.8	33.2	41.8	4.3	8.7	7.1	1.1	0.0	0.0	0.0	0.0	14	83.2	11	190
<b>TOTAL GLASGOW</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>33.2</b>	<b>41.8</b>	<b>4.3</b>	<b>8.7</b>	<b>7.1</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>83.2</b>	<b>11</b>	<b>190</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	38.9	55.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	3	18
<b>TOTAL JERSEY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>55.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	292	0	2	3.1	48.3	32.3	4.8	4.1	4.1	1.0	1.7	0.0	0.0	0.7	13	81.9	11	320
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>292</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>48.3</b>	<b>32.3</b>	<b>4.8</b>	<b>4.1</b>	<b>4.1</b>	<b>1.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>13</b>	<b>81.9</b>	<b>11</b>	<b>320</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	206	0	2	0.5	23.1	38.9	13.9	13.5	8.7	0.5	0.0	0.0	0.0	1.0	19	72.7	12	209
LUTON	PEN-AVIA LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
<b>TOTAL LUTON</b>			<b>206</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>23.1</b>	<b>38.9</b>	<b>13.9</b>	<b>13.5</b>	<b>8.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>72.4</b>	<b>13</b>	<b>210</b>
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	132	0	0	1.5	40.9	31.8	9.1	8.3	6.1	0.8	1.5	0.0	0.0	0.0	18	67.5	18	160
MANCHESTER	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	0.0	50	1
MANCHESTER	RYANAIR	S	62	0	0	4.8	35.5	48.4	1.6	8.1	1.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>39.2</b>	<b>37.1</b>	<b>6.7</b>	<b>8.2</b>	<b>4.6</b>	<b>0.5</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.1</b>	<b>19</b>	<b>161</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	166	0	0	0.0	27.7	40.4	12.7	10.2	6.6	2.4	0.0	0.0	0.0	0.0	18	72.4	25	174
<b>TOTAL NEWCASTLE</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.7</b>	<b>40.4</b>	<b>12.7</b>	<b>10.2</b>	<b>6.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.4</b>	<b>25</b>	<b>174</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	236	0	2	3.4	26.9	33.6	11.3	6.7	9.2	6.3	1.7	0.0	0.0	0.8	28	74.8	14	242

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BELFAST INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
STANSTED	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	39	0.0	0	0
STANSTED	RYANAIR	S	186	0	0	12.4	30.1	34.9	9.1	7.0	4.8	0.5	0.0	1.1	0.0	0.0	28	0.0	0	0
<b>TOTAL STANSTED</b>			<b>423</b>	<b>0</b>	<b>2</b>	<b>7.3</b>	<b>28.2</b>	<b>34.1</b>	<b>10.4</b>	<b>7.1</b>	<b>7.3</b>	<b>3.8</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>28</b>	<b>74.8</b>	<b>14</b>	<b>242</b>
STORNOWAY	PEN-AVIA 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	41	1
<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>0.0</b>	<b>41</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2359</b>	<b>0</b>	<b>13</b>	<b>3.4</b>	<b>31.1</b>	<b>38.2</b>	<b>9.8</b>	<b>7.8</b>	<b>6.5</b>	<b>1.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>20</b>	<b>76.5</b>	<b>13</b>	<b>2438</b>
<b>USA</b>																				
NEWBURGH/USA	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	33.3	16.7	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL NEWBURGH/USA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>16.7</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ORLANDO	THOMAS COOK AIRLINES 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	41	0.0	0	0
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
<b>TOTAL ORLANDO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>30.0</b>	<b>30.0</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PROVIDENCE	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	38.9	33.3	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL PROVIDENCE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>33.3</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 USA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>21.7</b>	<b>28.3</b>	<b>13.0</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BELFAST</b>			<b>3809</b>	<b>0</b>	<b>17</b>	<b>4.7</b>	<b>28.5</b>	<b>40.7</b>	<b>10.3</b>	<b>7.4</b>	<b>5.4</b>	<b>1.5</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>79.9</b>	<b>13</b>	<b>3732</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>																					
GRAZ	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	100.0	7	2		
GRAZ	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	73.3	10	29		
<b>TOTAL GRAZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>31</b>		
INNSBRUCK	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	1		
INNSBRUCK	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	25	0.0	0	0		
INNSBRUCK	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	82	0.0	0	0		
<b>TOTAL INNSBRUCK</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>54</b>	<b>0.0</b>	<b>50</b>	<b>1</b>		
SALZBURG	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	22	0.0	40	1		
SALZBURG	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	100.0	0	1		
<b>TOTAL SALZBURG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>20</b>	<b>2</b>		
VIENNA	EUROWINGS LUFTVERKEHRS	S	44	0	0	2.3	36.4	27.3	15.9	11.4	6.8	0.0	0.0	0.0	0.0	15	81.5	7	54		
<b>TOTAL VIENNA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>36.4</b>	<b>27.3</b>	<b>15.9</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>15</b>	<b>81.5</b>	<b>7</b>	<b>54</b>		
<b>TOTAL AUSTRIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>33.3</b>	<b>27.1</b>	<b>18.8</b>	<b>10.4</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.5</b>	<b>9</b>	<b>88</b>		
<b>BELGIUM</b>																					
ANTWERP	VLM (BELGIUM)	S	46	0	0	17.4	32.6	41.3	6.5	2.2	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
<b>TOTAL ANTWERP</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>17.4</b>	<b>32.6</b>	<b>41.3</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>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BRUSSELS	BRUSSELS AIRLINES	S	134	0	20	1.3	20.1	35.1	15.6	7.8	6.5	0.6	0.0	0.0	13.0	18	65.4	20	208		
BRUSSELS	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	24	1		
<b>TOTAL BRUSSELS</b>			<b>134</b>	<b>0</b>	<b>20</b>	<b>1.3</b>	<b>20.1</b>	<b>35.1</b>	<b>15.6</b>	<b>7.8</b>	<b>6.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>18</b>	<b>65.1</b>	<b>20</b>	<b>209</b>		
<b>TOTAL BELGIUM</b>			<b>180</b>	<b>0</b>	<b>20</b>	<b>5.0</b>	<b>23.0</b>	<b>36.5</b>	<b>13.5</b>	<b>6.5</b>	<b>5.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>15</b>	<b>65.1</b>	<b>20</b>	<b>209</b>		
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	4	0	0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	95	100.0	2	3		
BURGAS	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	13	6		
BURGAS	TUI AIRWAYS LTD	C	9	0	0	11.1	11.1	33.3	22.2	11.1	11.1	0.0	0.0	0.0	0.0	21	25.0	49	4		
<b>TOTAL BURGAS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>10.5</b>	<b>47.4</b>	<b>15.8</b>	<b>5.3</b>	<b>5.3</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>53.8</b>	<b>21</b>	<b>13</b>		
SOFIA	RYANAIR	S	28	0	0	7.1	21.4	39.3	3.6	10.7	14.3	3.6	0.0	0.0	0.0	27	88.5	4	26		
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	65.4	11	26		
<b>TOTAL SOFIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>39.3</b>	<b>3.6</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>27</b>	<b>76.9</b>	<b>8</b>	<b>52</b>		
VARNA	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
<b>TOTAL VARNNA</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>TOTAL BULGARIA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>41.2</b>	<b>11.8</b>	<b>7.8</b>	<b>9.8</b>	<b>2.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>72.3</b>	<b>10</b>	<b>65</b>		
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	0	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		
<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</b>	<b>0</b>	<b>50.0</b>	<b>29</b>	<b>8</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</b>	<b>0</b>	<b>50.0</b>	<b>29</b>	<b>8</b>		
<b>CAPE VERDE ISLANDS</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	10	0	0	0.0	20.0	70.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	6	10	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>70.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>80.0</b>	<b>6</b>	<b>10</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	10	0	0	20.0	10.0	30.0	10.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	37	60.0	61	10	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>10.0</b>	<b>30.0</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>0.0</b>	<b>37</b>	<b>60.0</b>	<b>61</b>	<b>10</b>	
<b>TOTAL CAPE VERDE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>15.0</b>	<b>50.0</b>	<b>5.0</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>22</b>	<b>70.0</b>	<b>33</b>	<b>20</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	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	22	0.0	0	0	
DUBROVNIK	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	65.4	20	26	
DUBROVNIK	TUI AIRWAYS LTD	S	17	0	0	0.0	41.2	35.3	0.0	17.6	5.9	0.0	0.0	0.0	0.0	0.0	15	80.0	9	15	
<b>TOTAL DUBROVNIK</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>38.1</b>	<b>4.8</b>	<b>19.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.7</b>	<b>16</b>	<b>41</b>	
PULA	TUI AIRWAYS LTD	C	14	0	0	14.3	28.6	14.3	14.3	0.0	14.3	14.3	0.0	0.0	0.0	0.0	36	76.9	7	13	
<b>TOTAL PULA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</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>36</b>	<b>76.9</b>	<b>7</b>	<b>13</b>	
SPLIT	JET2.COM LTD	S	10	0	0	10.0	10.0	50.0	20.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	53	0.0	0	0	
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>10.0</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>53</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>33.3</b>	<b>11.1</b>	<b>8.9</b>	<b>6.7</b>	<b>4.4</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>72.2</b>	<b>14</b>	<b>54</b>	
<b>CYPRUS</b>																					
LARNACA	BLUE AIR TRANSPORT AERIAN	S	36	0	0	11.1	25.0	41.7	13.9	8.3	0.0	0.0	0.0	0.0	0.0	0.0	10	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	50.0	11	6	
LARNACA	JET2.COM LTD	S	18	0	0	0.0	5.6	61.1	16.7	0.0	11.1	5.6	0.0	0.0	0.0	0.0	26	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	64.7	14	51	
LARNACA	THOMAS COOK AIRLINES LTD	S	19	0	0	0.0	0.0	36.8	36.8	15.8	0.0	10.5	0.0	0.0	0.0	0.0	30	65.4	21	26	
LARNACA	TUI AIRWAYS LTD	C	27	0	0	3.7	3.7	51.9	14.8	14.8	11.1	0.0	0.0	0.0	0.0	0.0	24	41.2	74	17	
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	92.3	3	26	
<b>TOTAL LARNACA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>11.0</b>	<b>47.0</b>	<b>19.0</b>	<b>10.0</b>	<b>5.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.4</b>	<b>21</b>	<b>126</b>	
PAPHOS	JET2.COM LTD	S	20	0	0	5.0	15.0	35.0	10.0	20.0	15.0	0.0	0.0	0.0	0.0	0.0	27	70.6	15	17	
PAPHOS	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	61.1	21	18	
PAPHOS	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	10.0	40.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	47	72.2	11	18	
PAPHOS	TUI AIRWAYS LTD	C	35	0	0	2.9	17.1	31.4	17.1	14.3	17.1	0.0	0.0	0.0	0.0	0.0	26	68.0	12	25	
<b>TOTAL PAPHOS</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>13.8</b>	<b>29.2</b>	<b>18.5</b>	<b>16.9</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>67.9</b>	<b>15</b>	<b>78</b>	
<b>TOTAL CYPRUS</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>12.1</b>	<b>40.0</b>	<b>18.8</b>	<b>12.7</b>	<b>10.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>67.0</b>	<b>19</b>	<b>204</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	CSA CZECH AIRLINES	S	48	0	0	0.0	4.2	29.2	25.0	25.0	16.7	0.0	0.0	0.0	0.0	0.0	31	79.6	10	54	
PRAGUE	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	11	0.0	0	0	
PRAGUE	JET2.COM LTD	S	12	0	0	16.7	33.3	33.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>9.8</b>	<b>31.1</b>	<b>21.3</b>	<b>21.3</b>	<b>13.1</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>79.6</b>	<b>10</b>	<b>54</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

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
<b>TOTAL CZECH REPUBLIC</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>9.8</b>	<b>31.1</b>	<b>21.3</b>	<b>21.3</b>	<b>13.1</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>79.6</b>	<b>10</b>	<b>54</b>
<b>DENMARK</b>																				
<b>BILLUND</b>	LUFTHANSA	S	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL BILLUND</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>COPENHAGEN</b>	RYANAIR	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>COPENHAGEN</b>	SAS	S	96	0	0	0.0	44.8	32.3	12.5	9.4	1.0	0.0	0.0	0.0	0.0	0.0	9	91.8	3	94
<b>TOTAL COPENHAGEN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.9</b>	<b>32.7</b>	<b>12.2</b>	<b>10.2</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>9</b>	<b>91.8</b>	<b>3</b>	<b>94</b>
<b>TOTAL DENMARK</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.4</b>	<b>33.3</b>	<b>12.1</b>	<b>10.1</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>9</b>	<b>91.8</b>	<b>3</b>	<b>94</b>
<b>DOMINICAN REPUBLIC</b>																				
<b>PUNTA CANA</b>	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	94.1	5	17
<b>TOTAL PUNTA CANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>44.4</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>10</b>	<b>94.1</b>	<b>5</b>	<b>17</b>
<b>TOTAL DOMINICAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>44.4</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>10</b>	<b>94.1</b>	<b>5</b>	<b>17</b>
<b>EGYPT</b>																				
<b>HURGHADA</b>	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	5	9
<b>HURGHADA</b>	THOMAS COOK AIRLINES LTD	S	26	0	0	15.4	23.1	46.2	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>HURGHADA</b>	TUI AIRWAYS LTD	S	17	0	0	0.0	23.5	52.9	5.9	5.9	0.0	5.9	0.0	5.9	0.0	0.0	77	0.0	0	0
<b>TOTAL HURGHADA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>23.3</b>	<b>48.8</b>	<b>7.0</b>	<b>4.7</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>100.0</b>	<b>5</b>	<b>9</b>
<b>MARSA ALAM</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	12.5	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	28	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>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>21.6</b>	<b>49.0</b>	<b>5.9</b>	<b>3.9</b>	<b>5.9</b>	<b>2.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>100.0</b>	<b>5</b>	<b>9</b>
<b>FRANCE</b>																				
<b>AVIGNON</b>	FLYBE LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	100.0	6	2
<b>TOTAL AVIGNON</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>32</b>	<b>100.0</b>	<b>6</b>	<b>2</b>
<b>BASTIA</b>	FLYBE 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	56	100.0	1	2
<b>TOTAL BASTIA</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>56</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
<b>BERGERAC</b>	FLYBE LTD	S	38	0	0	10.5	23.7	34.2	15.8	7.9	7.9	0.0	0.0	0.0	0.0	0.0	15	78.6	10	28
<b>TOTAL BERGERAC</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>23.7</b>	<b>34.2</b>	<b>15.8</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>15</b>	<b>78.6</b>	<b>10</b>	<b>28</b>
<b>BIARRITZ</b>	FLYBE LTD	S	6	0	0	0.0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	45	75.0	6	4
<b>TOTAL BIARRITZ</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</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>45</b>	<b>75.0</b>	<b>6</b>	<b>4</b>
<b>BORDEAUX</b>	FLYBE LTD	S	42	0	0	40.5	19.0	33.3	2.4	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	72.6	13	61
<b>TOTAL BORDEAUX</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>40.5</b>	<b>19.0</b>	<b>33.3</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>0.0</b>	<b>5</b>	<b>72.6</b>	<b>13</b>	<b>61</b>
<b>CHATEAUROUX DEOLS</b>	THOMAS COOK AIRLINES 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	180	0.0	0	0
<b>TOTAL CHATEAUROUX DEOLS</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>180</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>FIGARI</b>	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	9	2
<b>TOTAL FIGARI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
<b>LA ROCHELLE</b>	FLYBE LTD	S	5	0	0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	50.0	19	3

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 LA ROCHELLE</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</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>0.0</b>	<b>16</b>	<b>50.0</b>	<b>19</b>	<b>3</b>	
LIMOGES	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	18	4	
<b>TOTAL LIMOGES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>18</b>	<b>4</b>	
LYON	FLYBE LTD	S	52	0	0	5.8	23.1	40.4	7.7	7.7	9.6	1.9	3.8	0.0	0.0	0.0	30	75.8	14	62	
<b>TOTAL LYON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>23.1</b>	<b>40.4</b>	<b>7.7</b>	<b>7.7</b>	<b>9.6</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>75.8</b>	<b>14</b>	<b>62</b>	
MARSEILLE	GAINJET AVIATION	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL MARSEILLE</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>	
NANTES	FLYBE LTD	S	34	0	0	5.9	17.6	41.2	5.9	11.8	11.8	0.0	5.9	0.0	0.0	0.0	32	78.9	8	38	
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>41.2</b>	<b>5.9</b>	<b>11.8</b>	<b>11.8</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>78.9</b>	<b>8</b>	<b>38</b>	
NICE	AIR X CHARTER	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
NICE	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	188	1	
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	15	0.0	0	0	
NICE	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	11	18	
<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>5</b>	<b>73.7</b>	<b>21</b>	<b>19</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	162	0	6	0.6	31.5	41.1	12.5	9.5	1.2	0.0	0.0	0.0	0.0	3.6	10	74.7	11	166	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	179	0	1	3.3	37.2	40.6	8.9	3.9	4.4	0.6	0.6	0.0	0.0	0.6	11	87.2	7	179	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>341</b>	<b>0</b>	<b>7</b>	<b>2.0</b>	<b>34.5</b>	<b>40.8</b>	<b>10.6</b>	<b>6.6</b>	<b>2.9</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>11</b>	<b>81.2</b>	<b>9</b>	<b>345</b>	
PARIS (ORLY)	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	3	34	
<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>94.1</b>	<b>3</b>	<b>34</b>	
PERPIGNAN	RYANAIR	S	16	0	2	5.6	16.7	44.4	16.7	0.0	5.6	0.0	0.0	0.0	0.0	11.1	11	77.8	7	18	
<b>TOTAL PERPIGNAN</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>16.7</b>	<b>44.4</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>11.1</b>	<b>11</b>	<b>77.8</b>	<b>7</b>	<b>18</b>	
RENNES	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	67.9	18	28	
<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>67.9</b>	<b>18</b>	<b>28</b>	
TARBES-LOURDES INTERNATIONAL	FLYBE 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	
TARBES-LOURDES INTERNATIONAL	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	36	0.0	0	0	
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>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>50.0</b>	<b>23</b>	<b>2</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	69.4	22	61	
<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>69.4</b>	<b>22</b>	<b>61</b>	
<b>TOTAL FRANCE</b>			<b>547</b>	<b>0</b>	<b>9</b>	<b>6.3</b>	<b>29.3</b>	<b>38.7</b>	<b>10.3</b>	<b>7.9</b>	<b>4.5</b>	<b>0.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>78.1</b>	<b>11</b>	<b>713</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	62	0	0	3.2	25.8	56.5	3.2	0.0	4.8	4.8	1.6	0.0	0.0	0.0	18	71.3	14	108	
<b>TOTAL BERLIN (TEGEL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>25.8</b>	<b>56.5</b>	<b>3.2</b>	<b>0.0</b>	<b>4.8</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.3</b>	<b>14</b>	<b>108</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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
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	27	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>27</b>	<b>1</b>
DRESDEN	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	241	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>241</b>	<b>2</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	138	0	8	6.2	34.2	26.7	5.5	13.7	4.1	0.7	3.4	0.0	0.0	5.5	22	72.9	11	94
DUSSELDORF	FLYBE LTD	S	207	0	3	3.8	37.1	33.8	7.6	8.6	3.3	2.4	1.9	0.0	0.0	1.4	18	70.2	13	250
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	72.9	12	48
DUSSELDORF	LUFTHANSA	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 DUSSELDORF</b>			<b>346</b>	<b>0</b>	<b>11</b>	<b>5.0</b>	<b>35.9</b>	<b>30.8</b>	<b>6.7</b>	<b>10.6</b>	<b>3.6</b>	<b>1.7</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>20</b>	<b>71.2</b>	<b>12</b>	<b>392</b>
FRANKFURT MAIN	LUFTHANSA	S	221	0	1	0.0	30.6	34.7	21.2	7.7	5.0	0.5	0.0	0.0	0.0	0.5	15	69.1	15	232
FRANKFURT MAIN	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	38	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>223</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>30.4</b>	<b>34.8</b>	<b>21.0</b>	<b>7.6</b>	<b>5.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>69.1</b>	<b>15</b>	<b>232</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	100.0	3	2
HAMBURG	FLYBE LTD	S	52	0	0	21.2	23.1	32.7	17.3	3.8	1.9	0.0	0.0	0.0	0.0	0.0	9	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	81.3	6	16
<b>TOTAL HAMBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>21.2</b>	<b>23.1</b>	<b>32.7</b>	<b>17.3</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>0.0</b>	<b>9</b>	<b>83.3</b>	<b>6</b>	<b>18</b>
HANOVER	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	18	1
HANOVER	FLYBE LTD	S	55	0	0	25.5	16.4	43.6	5.5	1.8	7.3	0.0	0.0	0.0	0.0	0.0	9	84.1	8	62
<b>TOTAL HANOVER</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>25.5</b>	<b>16.4</b>	<b>43.6</b>	<b>5.5</b>	<b>1.8</b>	<b>7.3</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>82.8</b>	<b>8</b>	<b>63</b>
LEIPZIG	CONDOR	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 LEIPZIG</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>
MUNICH	LUFTHANSA	S	154	0	4	0.6	33.5	38.0	10.8	8.9	5.7	0.0	0.0	0.0	0.0	2.5	13	87.3	6	166
<b>TOTAL MUNICH</b>			<b>154</b>	<b>0</b>	<b>4</b>	<b>0.6</b>	<b>33.5</b>	<b>38.0</b>	<b>10.8</b>	<b>8.9</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>13</b>	<b>87.3</b>	<b>6</b>	<b>166</b>
NUREMBERG	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	22	38
NUREMBERG	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	100	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</b>	<b>48.8</b>	<b>24</b>	<b>39</b>
PADERBORN	AIRTANKER SERVICES LTD	S	0	0	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	24	6
<b>TOTAL PADERBORN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>24</b>	<b>6</b>
STUTT GART	FLYBE LTD	S	96	0	0	5.2	30.2	44.8	3.1	9.4	5.2	0.0	2.1	0.0	0.0	0.0	15	81.1	9	103
<b>TOTAL STUTT GART</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>30.2</b>	<b>44.8</b>	<b>3.1</b>	<b>9.4</b>	<b>5.2</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.1</b>	<b>9</b>	<b>103</b>
<b>TOTAL GERMANY</b>			<b>989</b>	<b>0</b>	<b>16</b>	<b>5.2</b>	<b>31.3</b>	<b>36.5</b>	<b>10.4</b>	<b>8.1</b>	<b>4.7</b>	<b>1.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>73.9</b>	<b>12</b>	<b>1130</b>
GIBRALTAR																				
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	63.9	21	36
<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>63.9</b>	<b>21</b>	<b>36</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>63.9</b>	<b>21</b>	<b>36</b>
GREECE																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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	RYANAIR	S	18	0	0	0.0	0.0	27.8	5.6	38.9	27.8	0.0	0.0	0.0	0.0	0.0	45	44.4	41	18
CHANIA	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	66.7	19	9
<b>TOTAL CHANIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.7</b>	<b>40.7</b>	<b>3.7</b>	<b>29.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>51.9</b>	<b>34</b>	<b>27</b>
CORFU	RYANAIR	S	18	0	0	16.7	22.2	27.8	11.1	16.7	5.6	0.0	0.0	0.0	0.0	0.0	17	72.2	11	18
CORFU	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	33.3	5.6	33.3	16.7	5.6	5.6	0.0	0.0	0.0	0.0	30	75.0	9	16
CORFU	TUI AIRWAYS LTD	C	21	0	0	0.0	4.8	47.6	23.8	23.8	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	20	22
CORFU	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 CORFU</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>20.7</b>	<b>27.6</b>	<b>22.4</b>	<b>19.0</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>64.3</b>	<b>14</b>	<b>56</b>
HERAKLION	JET2.COM LTD	S	20	0	0	5.0	0.0	40.0	20.0	25.0	10.0	0.0	0.0	0.0	0.0	0.0	26	47.4	33	19
HERAKLION	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	38.9	25	18
HERAKLION	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	27.8	5.6	22.2	11.1	22.2	0.0	0.0	0.0	0.0	53	50.0	24	10
HERAKLION	TUI AIRWAYS LTD	C	20	0	0	0.0	25.0	40.0	10.0	15.0	0.0	10.0	0.0	0.0	0.0	0.0	28	44.4	20	9
<b>TOTAL HERAKLION</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>12.1</b>	<b>36.2</b>	<b>12.1</b>	<b>20.7</b>	<b>6.9</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>44.6</b>	<b>26</b>	<b>56</b>
KALAMATA	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	72	100.0	4	4
<b>TOTAL KALAMATA</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>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>72</b>	<b>100.0</b>	<b>4</b>	<b>4</b>
KAVALA	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	33.3	13	3
<b>TOTAL KAVALA</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>10</b>	<b>33.3</b>	<b>13</b>	<b>3</b>
KEFALLINIA	FLYBE LTD	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	25.0	144	4
KEFALLINIA	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	3	100.0	0	1
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	37.5	36	8
KEFALLINIA	TUI AIRWAYS LTD	C	16	0	0	12.5	18.8	25.0	6.3	12.5	25.0	0.0	0.0	0.0	0.0	0.0	31	85.7	7	14
<b>TOTAL KEFALLINIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.9</b>	<b>35.7</b>	<b>14.3</b>	<b>10.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>63.0</b>	<b>36</b>	<b>27</b>
KOS	JET2.COM LTD	S	12	0	0	0.0	16.7	41.7	8.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
KOS	PRIMERA AIR SCANDINAVIA	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
KOS	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	5.9	52.9	29.4	11.8	0.0	0.0	0.0	0.0	0.0	0.0	15	86.7	6	15
KOS	TUI AIRWAYS LTD	C	16	0	0	6.3	6.3	43.8	12.5	25.0	6.3	0.0	0.0	0.0	0.0	0.0	21	56.3	30	16
<b>TOTAL KOS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>8.7</b>	<b>45.7</b>	<b>17.4</b>	<b>17.4</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>20</b>	<b>71.0</b>	<b>18</b>	<b>31</b>
MYTILINI	THOMAS COOK AIRLINES LTD	S	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	14	50.0	25	8
<b>TOTAL MYTILINI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>85.7</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>25</b>	<b>8</b>
PREVEZA	FLYBE 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	4	50.0	15	4
PREVEZA	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
<b>TOTAL PREVEZA</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>83.3</b>	<b>7</b>	<b>12</b>
RHODES	JET2.COM LTD	S	17	0	0	0.0	5.9	29.4	5.9	17.6	35.3	5.9	0.0	0.0	0.0	0.0	51	66.7	15	18
RHODES	PRIMERA AIR SCANDINAVIA	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
RHODES	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	0.0	25.0	37.5	25.0	6.3	6.3	0.0	0.0	0.0	0.0	37	64.7	13	17
RHODES	TUI AIRWAYS LTD	C	31	0	0	3.2	16.1	32.3	3.2	9.7	25.8	0.0	6.5	3.2	0.0	0.0	76	50.0	52	20

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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 RHODES</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>9.2</b>	<b>29.2</b>	<b>13.8</b>	<b>15.4</b>	<b>23.1</b>	<b>3.1</b>	<b>3.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>60.0</b>	<b>28</b>	<b>55</b>
SALONIKA	JET2.COM LTD	S	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
SALONIKA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL SALONIKA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>52.9</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>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SKIATHOS	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	12	0.0	0	0
SKIATHOS	TUI AIRWAYS LTD	C	14	0	0	0.0	14.3	50.0	0.0	14.3	7.1	7.1	7.1	0.0	0.0	0.0	41	85.7	7	14
<b>TOTAL SKIATHOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.3</b>	<b>53.3</b>	<b>0.0</b>	<b>13.3</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>39</b>	<b>85.7</b>	<b>7</b>	<b>14</b>
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	0.0	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	87.5	7	8
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	27	100.0	4	3
<b>TOTAL THIRA (SANTORINI)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>0.0</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>24</b>	<b>90.9</b>	<b>6</b>	<b>11</b>
ZAKINTHOS	JET2.COM LTD	S	10	0	0	0.0	10.0	20.0	10.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	39	0	0	7.7	23.1	38.5	12.8	7.7	5.1	5.1	0.0	0.0	0.0	0.0	21	68.4	22	38
ZAKINTHOS	TUI AIRWAYS LTD	C	17	0	0	5.9	0.0	41.2	17.6	17.6	0.0	17.6	0.0	0.0	0.0	0.0	40	46.2	24	13
ZAKINTHOS	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	4	0.0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>14.9</b>	<b>37.3</b>	<b>13.4</b>	<b>16.4</b>	<b>4.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>62.7</b>	<b>22</b>	<b>51</b>
<b>TOTAL GREECE</b>			<b>410</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>13.4</b>	<b>37.3</b>	<b>13.4</b>	<b>17.3</b>	<b>10.0</b>	<b>3.9</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>62.0</b>	<b>22</b>	<b>355</b>
<b>HUNGARY</b>																				
BUDAPEST	WIZZ AIR	S	28	0	0	10.7	28.6	46.4	0.0	10.7	3.6	0.0	0.0	0.0	0.0	0.0	10	76.9	12	26
<b>TOTAL BUDAPEST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>28.6</b>	<b>46.4</b>	<b>0.0</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>10</b>	<b>76.9</b>	<b>12</b>	<b>26</b>
<b>TOTAL HUNGARY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>28.6</b>	<b>46.4</b>	<b>0.0</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>10</b>	<b>76.9</b>	<b>12</b>	<b>26</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	63.6	11	22
<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>63.6</b>	<b>11</b>	<b>22</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>63.6</b>	<b>11</b>	<b>22</b>
<b>INDIA</b>																				
AMRITSAR	AIR INDIA	S	35	0	0	42.9	22.9	14.3	8.6	2.9	8.6	0.0	0.0	0.0	0.0	0.0	11	80.6	18	31
<b>TOTAL AMRITSAR</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>22.9</b>	<b>14.3</b>	<b>8.6</b>	<b>2.9</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>11</b>	<b>80.6</b>	<b>18</b>	<b>31</b>
DELHI	AIR INDIA	S	35	0	0	22.9	25.7	25.7	5.7	5.7	14.3	0.0	0.0	0.0	0.0	0.0	16	71.0	32	31
<b>TOTAL DELHI</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>25.7</b>	<b>25.7</b>	<b>5.7</b>	<b>5.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.0</b>	<b>32</b>	<b>31</b>
<b>TOTAL INDIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>32.9</b>	<b>24.3</b>	<b>20.0</b>	<b>7.1</b>	<b>4.3</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>75.8</b>	<b>25</b>	<b>62</b>
<b>IRISH REPUBLIC</b>																				
CORK	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	51	0.0	0	0
CORK	STOBART AIR	S	122	0	0	1.6	37.7	45.1	12.3	1.6	1.6	0.0	0.0	0.0	0.0	0.0	7	83.1	9	118
<b>TOTAL CORK</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>37.1</b>	<b>45.2</b>	<b>12.1</b>	<b>1.6</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>8</b>	<b>83.1</b>	<b>9</b>	<b>118</b>
DUBLIN	AER LINGUS	S	176	0	2	3.4	23.6	32.0	14.6	13.5	9.6	2.2	0.0	0.0	0.0	1.1	23	77.6	10	170
DUBLIN	RYANAIR	S	329	0	0	4.0	27.4	44.4	12.2	7.6	3.3	0.0	0.6	0.6	0.0	0.0	17	78.9	10	331
DUBLIN	STOBART AIR	S	78	0	0	3.8	29.5	44.9	9.0	9.0	3.8	0.0	0.0	0.0	0.0	0.0	12	93.6	4	78

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 DUBLIN</b>			<b>583</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>26.5</b>	<b>40.7</b>	<b>12.5</b>	<b>9.6</b>	<b>5.3</b>	<b>0.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>18</b>	<b>80.5</b>	<b>9</b>	<b>579</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	62	0	0	3.2	45.2	43.5	3.2	1.6	0.0	3.2	0.0	0.0	0.0	0.0	7	73.9	12	46	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>45.2</b>	<b>43.5</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>0.0</b>	<b>7</b>	<b>73.9</b>	<b>12</b>	<b>46</b>	
SHANNON	STOBART AIR	S	62	0	0	14.5	32.3	32.3	12.9	6.5	1.6	0.0	0.0	0.0	0.0	0.0	9	62.9	19	62	
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>32.3</b>	<b>32.3</b>	<b>12.9</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>0.0</b>	<b>9</b>	<b>62.9</b>	<b>19</b>	<b>62</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>831</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>29.9</b>	<b>40.9</b>	<b>11.8</b>	<b>7.6</b>	<b>4.2</b>	<b>0.7</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>15</b>	<b>79.1</b>	<b>10</b>	<b>805</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	23	20.0	24	5	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>20.0</b>	<b>24</b>	<b>5</b>	
BERGAMO	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	84	2	
<b>TOTAL BERGAMO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>84</b>	<b>2</b>	
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	32	100.0	4	1	
<b>TOTAL CATANIA (FONTANAROSSA)</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>32</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
COMISO	THOMAS COOK AIRLINES LTD	S	10	0	0	30.0	20.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	4	10	
<b>TOTAL COMISO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>20.0</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>0.0</b>	<b>7</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
FLORENCE	BRITISH AIRWAYS PLC	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	56	75.0	8	4	
<b>TOTAL FLORENCE</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>56</b>	<b>75.0</b>	<b>8</b>	<b>4</b>	
MILAN (MALPENSA)	FLYBE LTD	S	60	0	2	3.2	30.6	45.2	4.8	1.6	6.5	1.6	3.2	0.0	0.0	3.2	20	71.2	19	124	
<b>TOTAL MILAN (MALPENSA)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>30.6</b>	<b>45.2</b>	<b>4.8</b>	<b>1.6</b>	<b>6.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>20</b>	<b>71.2</b>	<b>19</b>	<b>124</b>	
NAPLES	JET2.COM LTD	S	18	0	0	0.0	44.4	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
NAPLES	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	90.0	2	10	
NAPLES	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	31.3	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	19	50.0	32	16	
<b>TOTAL NAPLES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>35.3</b>	<b>14.7</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>65.4</b>	<b>21</b>	<b>26</b>	
PISA	JET2.COM LTD	S	16	0	0	18.8	43.8	25.0	0.0	0.0	6.3	6.3	0.0	0.0	0.0	0.0	18	0.0	0	0	
PISA	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	
<b>TOTAL PISA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>43.8</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>28</b>	<b>1</b>	
ROME (CIAMPINO)	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	37	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>0.0</b>	<b>37</b>	<b>1</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	34	0	0	0.0	11.8	44.1	20.6	20.6	2.9	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
ROME (FIUMICINO)	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
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	62.9	19	62	
<b>TOTAL ROME (FIUMICINO)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>44.1</b>	<b>20.6</b>	<b>20.6</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>61.9</b>	<b>19</b>	<b>63</b>	
VENICE	JET2.COM LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
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	63.3	14	30	
<b>TOTAL VENICE</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>6</b>	<b>63.3</b>	<b>14</b>	<b>30</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
VERONA VILLAFRANCA	FLYBE LTD	C	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	66.7	23	3
VERONA VILLAFRANCA	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	25	1
VERONA VILLAFRANCA	RYANAIR	S	16	0	0	0.0	18.8	62.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	7	18
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	14	0	0	7.1	35.7	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	14	14
<b>TOTAL VERONA VILLAFRANCA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>23.5</b>	<b>52.9</b>	<b>17.6</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>9</b>	<b>75.0</b>	<b>11</b>	<b>36</b>
<b>TOTAL ITALY</b>			<b>204</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>26.2</b>	<b>40.8</b>	<b>11.7</b>	<b>9.7</b>	<b>4.4</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>67.8</b>	<b>18</b>	<b>303</b>
<b>JAMAICA</b>																				
MONTEGO BAY	TUI AIRWAYS LTD	C	18	0	0	5.6	38.9	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	8	9
<b>TOTAL MONTEGO BAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>8</b>	<b>9</b>
<b>TOTAL JAMAICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>8</b>	<b>9</b>
<b>LATVIA</b>																				
RIGA	JET2.COM LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL RIGA</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 LATVIA</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>LITHUANIA</b>																				
VILNIUS	RYANAIR	S	18	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	83.3	9	18
<b>TOTAL VILNIUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</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>7</b>	<b>83.3</b>	<b>9</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</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>7</b>	<b>83.3</b>	<b>9</b>	<b>18</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	77.4	13	62
<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>77.4</b>	<b>13</b>	<b>62</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>77.4</b>	<b>13</b>	<b>62</b>
<b>MALTA</b>																				
MALTA	AIR MALTA	S	10	0	0	10.0	10.0	10.0	20.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	40	90.0	5	10
MALTA	JET2.COM LTD	S	8	0	0	25.0	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
MALTA	RYANAIR	S	28	0	0	3.6	7.1	46.4	17.9	17.9	3.6	3.6	0.0	0.0	0.0	0.0	23	65.4	14	26
MALTA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	10.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	27	50.0	18	8
MALTA	TUI AIRWAYS LTD	C	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	50.0	17	8
<b>TOTAL MALTA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>13.6</b>	<b>37.9</b>	<b>18.2</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>22</b>	<b>65.4</b>	<b>13</b>	<b>52</b>
<b>TOTAL MALTA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>13.6</b>	<b>37.9</b>	<b>18.2</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>22</b>	<b>65.4</b>	<b>13</b>	<b>52</b>
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	17	0	0	17.6	23.5	47.1	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	83.3	5	18
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>23.5</b>	<b>47.1</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>5</b>	<b>18</b>
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>23.5</b>	<b>47.1</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>83.3</b>	<b>5</b>	<b>18</b>
<b>MOROCCO</b>																				
MARRAKESH	MALETH AERO	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	52	2
MARRAKESH	TUI AIRWAYS 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	6	50.0	55	8

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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														
<b>TOTAL MARRAKESH</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>6</b>	<b>40.0</b>	<b>55</b>	<b>10</b>		
<b>TOTAL MOROCCO</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>6</b>	<b>40.0</b>	<b>55</b>	<b>10</b>		
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	290	0	0	0.7	21.4	49.7	11.4	11.7	3.1	1.4	0.7	0.0	0.0	0.0	17	65.6	19	339	
AMSTERDAM	KLM	S	334	0	8	1.8	45.0	37.1	5.6	3.5	3.2	1.5	0.0	0.0	0.0	2.3	10	77.5	11	356	
<b>TOTAL AMSTERDAM</b>			<b>624</b>	<b>0</b>	<b>8</b>	<b>1.3</b>	<b>34.2</b>	<b>42.9</b>	<b>8.2</b>	<b>7.3</b>	<b>3.2</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>13</b>	<b>71.7</b>	<b>15</b>	<b>695</b>	
EINDHOVEN	RYANAIR	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL EINDHOVEN</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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NETHERLANDS</b>			<b>626</b>	<b>0</b>	<b>8</b>	<b>1.3</b>	<b>34.1</b>	<b>42.9</b>	<b>8.2</b>	<b>7.4</b>	<b>3.2</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>13</b>	<b>71.7</b>	<b>15</b>	<b>695</b>	
<b>NORWAY</b>																					
ALESUND	GAINJET AVIATION	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 ALESUND</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 NORWAY</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>PAKISTAN</b>																					
ISLAMABAD	PAKISTAN INTL AIRLINES	S	28	0	0	17.9	39.3	10.7	17.9	10.7	3.6	0.0	0.0	0.0	0.0	0.0	12	60.0	24	30	
<b>TOTAL ISLAMABAD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>39.3</b>	<b>10.7</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>12</b>	<b>60.0</b>	<b>24</b>	<b>30</b>	
<b>TOTAL PAKISTAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>39.3</b>	<b>10.7</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>12</b>	<b>60.0</b>	<b>24</b>	<b>30</b>	
<b>POLAND</b>																					
BYDGOSZCZ	RYANAIR	S	28	0	0	7.1	35.7	53.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	96.2	4	26	
<b>TOTAL BYDGOSZCZ</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>53.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>96.2</b>	<b>4</b>	<b>26</b>	
GDANSK	RYANAIR	S	18	0	0	22.2	22.2	44.4	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	19	83.3	8	18	
<b>TOTAL GDANSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>44.4</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>83.3</b>	<b>8</b>	<b>18</b>	
KATOWICE	RYANAIR	S	16	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	72.2	15	18	
<b>TOTAL KATOWICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</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>9</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
KRAKOW	JET2.COM LTD	S	16	0	0	12.5	25.0	37.5	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
KRAKOW	RYANAIR	S	20	0	0	0.0	15.0	35.0	20.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	25	66.7	13	18	
<b>TOTAL KRAKOW</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>19.4</b>	<b>36.1</b>	<b>16.7</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>66.7</b>	<b>13</b>	<b>18</b>	
POZNAN	WIZZ AIR	S	18	0	0	0.0	5.6	50.0	16.7	5.6	16.7	5.6	0.0	0.0	0.0	0.0	34	33.3	39	18	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>50.0</b>	<b>16.7</b>	<b>5.6</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>34</b>	<b>33.3</b>	<b>39</b>	<b>18</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	18	0	0	11.1	38.9	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	9	18	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	28	0	0	7.1	39.3	39.3	10.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	6	88.5	7	26	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>39.3</b>	<b>39.3</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>0.0</b>	<b>6</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
WROCLAW	WIZZ AIR	S	18	0	0	5.6	22.2	50.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	9	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>27.8</b>	<b>42.2</b>	<b>12.2</b>	<b>5.6</b>	<b>3.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.5</b>	<b>12</b>	<b>160</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2017			
		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>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	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	1	1	
FARO	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	71	1	
FARO	JET2.COM LTD	S	72	0	0	8.3	34.7	43.1	9.7	0.0	2.8	1.4	0.0	0.0	0.0	0.0	9	78.0	9	50	
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	80.0	11	90	
FARO	RYANAIR	S	62	0	0	4.8	30.6	48.4	4.8	1.6	4.8	1.6	3.2	0.0	0.0	0.0	19	79.0	14	62	
FARO	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	10	8	
FARO	TUI AIRWAYS LTD	C	19	0	0	0.0	26.3	68.4	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.0	10	25	
FARO	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 FARO</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>31.1</b>	<b>48.4</b>	<b>8.7</b>	<b>0.6</b>	<b>3.1</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>78.6</b>	<b>11</b>	<b>238</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	58.8	18	34	
<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>58.8</b>	<b>18</b>	<b>34</b>	
OPORTO (PORTUGAL)	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	5	26	
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	11	18	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>55.6</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>16</b>	<b>79.5</b>	<b>7</b>	<b>44</b>	
<b>TOTAL PORTUGAL</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>27.9</b>	<b>49.2</b>	<b>11.2</b>	<b>1.7</b>	<b>2.8</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.6</b>	<b>12</b>	<b>316</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	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	66.7	12	18	
FUNCHAL	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	60.0	17	10	
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>50.0</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>0.0</b>	<b>4</b>	<b>64.3</b>	<b>14</b>	<b>28</b>	
PORTO SANTO	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	53	0.0	42	3	
<b>TOTAL PORTO SANTO</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>53</b>	<b>0.0</b>	<b>42</b>	<b>3</b>	
<b>TOTAL PORTUGAL</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>31.6</b>	<b>47.4</b>	<b>5.3</b>	<b>0.0</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>11</b>	<b>58.1</b>	<b>16</b>	<b>31</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	64	0	0	28.1	45.3	14.1	4.7	3.1	4.7	0.0	0.0	0.0	0.0	0.0	6	79.0	8	62	
<b>TOTAL DOHA HAMAD</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>28.1</b>	<b>45.3</b>	<b>14.1</b>	<b>4.7</b>	<b>3.1</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>6</b>	<b>79.0</b>	<b>8</b>	<b>62</b>	
<b>TOTAL QATAR</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>28.1</b>	<b>45.3</b>	<b>14.1</b>	<b>4.7</b>	<b>3.1</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>6</b>	<b>79.0</b>	<b>8</b>	<b>62</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	28	0	0	10.7	25.0	25.0	21.4	10.7	7.1	0.0	0.0	0.0	0.0	0.0	14	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	73.5	17	34	
BUCHAREST (OTOPENI)	WIZZ AIR	S	28	0	0	10.7	32.1	28.6	0.0	14.3	10.7	3.6	0.0	0.0	0.0	0.0	21	76.9	15	26	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>28.6</b>	<b>26.8</b>	<b>10.7</b>	<b>12.5</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>18</b>	<b>75.0</b>	<b>16</b>	<b>60</b>	
CLUJ NAPOCA	BLUE AIR TRANSPORT AERIAN	S	26	0	0	46.2	11.5	34.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	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	89.3	22	28	
<b>TOTAL CLUJ NAPOCA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46.2</b>	<b>11.5</b>	<b>34.6</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>89.3</b>	<b>22</b>	<b>28</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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 ROMANIA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>22.0</b>	<b>23.2</b>	<b>29.3</b>	<b>8.5</b>	<b>9.8</b>	<b>6.1</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.5</b>	<b>18</b>	<b>88</b>		
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	28	0	0	3.6	35.7	46.4	0.0	10.7	3.6	0.0	0.0	0.0	0.0	11	76.9	33	26		
<b>TOTAL BRATISLAVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>46.4</b>	<b>0.0</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>11</b>	<b>76.9</b>	<b>33</b>	<b>26</b>		
<b>TOTAL SLOVAK REPUBLIC</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>46.4</b>	<b>0.0</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>11</b>	<b>76.9</b>	<b>33</b>	<b>26</b>		
<b>SPAIN</b>																					
ALICANTE	JET2.COM LTD	S	95	0	0	12.6	29.5	34.7	7.4	5.3	9.5	1.1	0.0	0.0	0.0	15	68.0	17	50		
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	62.2	20	90		
ALICANTE	RYANAIR	S	85	0	2	4.6	33.3	39.1	6.9	5.7	2.3	2.3	1.1	0.0	2.3	24	77.3	10	88		
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	50.0	22.2	16.7	5.6	0.0	0.0	0.0	0.0	20	66.7	21	18		
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	88.5	4	26		
<b>TOTAL ALICANTE</b>			<b>198</b>	<b>0</b>	<b>2</b>	<b>8.0</b>	<b>29.0</b>	<b>38.0</b>	<b>8.5</b>	<b>6.5</b>	<b>6.0</b>	<b>1.5</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>19</b>	<b>71.0</b>	<b>15</b>	<b>272</b>		
ALMERIA	JET2.COM LTD	S	18	0	0	11.1	44.4	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
ALMERIA	THOMAS COOK AIRLINES LTD	S	12	0	0	0.0	66.7	25.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	3	58.3	15	12		
<b>TOTAL ALMERIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>53.3</b>	<b>23.3</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>0.0</b>	<b>5</b>	<b>58.3</b>	<b>15</b>	<b>12</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	69.2	12	52		
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	62.5	22	16		
BARCELONA	RYANAIR	S	78	0	2	0.0	11.3	22.5	20.0	25.0	15.0	2.5	1.3	0.0	2.5	36	70.0	9	80		
BARCELONA	VUELING AIRLINES	S	52	0	0	0.0	9.6	23.1	25.0	23.1	9.6	1.9	7.7	0.0	0.0	49	45.5	24	44		
<b>TOTAL BARCELONA</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.6</b>	<b>22.7</b>	<b>22.0</b>	<b>24.2</b>	<b>12.9</b>	<b>2.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>63.5</b>	<b>14</b>	<b>192</b>		
GIRONA	JET2.COM LTD	S	18	0	0	11.1	11.1	38.9	27.8	0.0	11.1	0.0	0.0	0.0	0.0	20	72.2	17	18		
GIRONA	RYANAIR	S	27	0	0	0.0	25.9	48.1	3.7	14.8	7.4	0.0	0.0	0.0	0.0	15	75.0	15	28		
GIRONA	THOMAS COOK AIRLINES 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	4	0.0	0	0		
GIRONA	TUI AIRWAYS LTD	C	6	0	0	0.0	33.3	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	23	83.3	10	6		
<b>TOTAL GIRONA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>23.7</b>	<b>40.7</b>	<b>13.6</b>	<b>10.2</b>	<b>6.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>15</b>	<b>52</b>		
IBIZA	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	112	4		
IBIZA	JET2.COM LTD	S	40	0	0	2.5	12.5	42.5	10.0	30.0	2.5	0.0	0.0	0.0	0.0	20	47.5	22	40		
IBIZA	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	87.5	3	16		
IBIZA	RYANAIR	S	18	0	0	0.0	11.1	61.1	11.1	11.1	0.0	0.0	5.6	0.0	0.0	26	81.3	20	16		
IBIZA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	70.0	14	10		
IBIZA	TUI AIRWAYS LTD	C	35	0	0	0.0	31.4	45.7	8.6	8.6	5.7	0.0	0.0	0.0	0.0	12	48.4	33	31		
IBIZA	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	1	0.0	0	0		
<b>TOTAL IBIZA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>22.1</b>	<b>48.1</b>	<b>8.7</b>	<b>16.3</b>	<b>2.9</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>58.1</b>	<b>24</b>	<b>117</b>		
MADRID	IBERIA EXPRESS	S	30	0	0	20.0	16.7	36.7	20.0	3.3	0.0	0.0	3.3	0.0	0.0	16	80.6	11	36		
MADRID	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	62.5	19	24		
MADRID	RYANAIR	S	34	0	0	0.0	20.6	50.0	20.6	0.0	2.9	5.9	0.0	0.0	0.0	20	55.6	34	36		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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 MADRID</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>18.8</b>	<b>43.8</b>	<b>20.3</b>	<b>1.6</b>	<b>1.6</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>66.7</b>	<b>22</b>	<b>96</b>
MAHON	JET2.COM LTD	S	18	0	0	0.0	27.8	38.9	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	91.7	4	12
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	67.9	13	28
MAHON	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	18.8	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	35.3	31	17
MAHON	TUI AIRWAYS LTD	C	30	0	0	0.0	26.7	50.0	10.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	11	47.8	24	23
<b>TOTAL MAHON</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>25.0</b>	<b>53.1</b>	<b>7.8</b>	<b>7.8</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>12</b>	<b>58.8</b>	<b>18</b>	<b>80</b>
MALAGA	BRITISH AIRWAYS PLC	S	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	71	25.0	95	4
MALAGA	JET2.COM LTD	S	78	0	0	9.0	23.1	38.5	11.5	15.4	1.3	0.0	1.3	0.0	0.0	0.0	16	63.0	16	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	60.2	16	108
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	84.6	10	26
MALAGA	PRIMERA AIR SCANDINAVIA	S	26	0	0	0.0	3.8	42.3	30.8	11.5	3.8	0.0	3.8	3.8	0.0	0.0	47	0.0	0	0
MALAGA	RYANAIR	S	78	0	2	0.0	31.3	42.5	12.5	7.5	3.8	0.0	0.0	0.0	0.0	2.5	11	84.9	13	86
MALAGA	TUI AIRWAYS LTD	C	36	0	0	5.6	11.1	44.4	11.1	11.1	16.7	0.0	0.0	0.0	0.0	0.0	24	56.3	51	32
MALAGA	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	4	26
<b>TOTAL MALAGA</b>			<b>222</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>21.9</b>	<b>40.6</b>	<b>13.8</b>	<b>11.6</b>	<b>5.4</b>	<b>0.4</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.9</b>	<b>20</b>	<b>70.7</b>	<b>18</b>	<b>328</b>
MURCIA SAN JAVIER	RYANAIR	S	34	0	2	5.6	33.3	36.1	11.1	5.6	2.8	0.0	0.0	0.0	0.0	5.6	9	88.9	6	36
<b>TOTAL MURCIA SAN JAVIER</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>33.3</b>	<b>36.1</b>	<b>11.1</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>9</b>	<b>88.9</b>	<b>6</b>	<b>36</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	8	0	0	12.5	12.5	0.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	60	50.0	55	4
PALMA DE MALLORCA	EVELOP	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
PALMA DE MALLORCA	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	9	0.0	0	0
PALMA DE MALLORCA	JET2.COM LTD	S	80	0	0	5.0	28.8	38.8	12.5	8.8	5.0	0.0	1.3	0.0	0.0	0.0	18	64.7	13	51
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	69.7	13	66
PALMA DE MALLORCA	PRIMERA AIR SCANDINAVIA	S	24	0	0	0.0	20.8	54.2	8.3	0.0	8.3	0.0	0.0	8.3	0.0	0.0	42	0.0	0	0
PALMA DE MALLORCA	RYANAIR	S	58	0	4	9.7	25.8	32.3	8.1	6.5	9.7	1.6	0.0	0.0	0.0	6.5	19	80.6	10	62
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	33	0	0	0.0	27.3	33.3	27.3	3.0	3.0	6.1	0.0	0.0	0.0	0.0	20	53.8	20	39
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	72	0	0	4.2	29.2	40.3	11.1	9.7	1.4	2.8	1.4	0.0	0.0	0.0	17	51.4	28	74
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>277</b>	<b>0</b>	<b>4</b>	<b>5.0</b>	<b>26.7</b>	<b>37.4</b>	<b>12.5</b>	<b>7.8</b>	<b>5.7</b>	<b>2.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>1.4</b>	<b>22</b>	<b>64.3</b>	<b>17</b>	<b>297</b>
REUS	JET2.COM LTD	S	16	0	0	0.0	0.0	31.3	31.3	18.8	12.5	6.3	0.0	0.0	0.0	0.0	37	42.9	22	14
REUS	RYANAIR	S	18	0	0	0.0	5.6	61.1	22.2	0.0	0.0	0.0	5.6	5.6	0.0	0.0	48	72.2	11	18
REUS	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	37.5	6.3	25.0	18.8	0.0	0.0	0.0	0.0	0.0	33	43.8	19	16
<b>TOTAL REUS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.0</b>	<b>44.0</b>	<b>20.0</b>	<b>14.0</b>	<b>10.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>54.2</b>	<b>17</b>	<b>48</b>
<b>TOTAL SPAIN</b>			<b>1232</b>	<b>0</b>	<b>12</b>	<b>4.3</b>	<b>23.5</b>	<b>38.6</b>	<b>13.3</b>	<b>10.6</b>	<b>5.9</b>	<b>1.3</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>1.0</b>	<b>22</b>	<b>66.7</b>	<b>17</b>	<b>1530</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	34	0	0	0.0	11.8	55.9	11.8	8.8	8.8	2.9	0.0	0.0	0.0	0.0	22	80.8	6	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
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	17	44	
ARRECIFE	RYANAIR	S	26	0	0	11.5	19.2	34.6	23.1	11.5	0.0	0.0	0.0	0.0	0.0	0.0	12	78.6	11	28	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	23.5	41.2	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	27.8	24	18	
ARRECIFE	TUI AIRWAYS LTD	C	25	0	0	0.0	24.0	20.0	32.0	12.0	12.0	0.0	0.0	0.0	0.0	0.0	23	84.6	10	26	
<b>TOTAL ARRECIFE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>18.6</b>	<b>39.2</b>	<b>20.6</b>	<b>10.8</b>	<b>6.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>69.7</b>	<b>13</b>	<b>142</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	0.0	44.4	38.9	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	62.5	16	16	
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	72.2	30	18	
FUERTEVENTURA	RYANAIR	S	16	0	0	0.0	31.3	68.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	17	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	38.9	11.1	5.6	27.8	0.0	5.6	5.6	0.0	0.0	0.0	38	68.2	19	22	
FUERTEVENTURA	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	55.6	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	61.1	11	18	
<b>TOTAL FUERTEVENTURA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>32.9</b>	<b>42.9</b>	<b>8.6</b>	<b>11.4</b>	<b>0.0</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>67.4</b>	<b>18</b>	<b>92</b>	
LAS PALMAS	JET2.COM LTD	S	27	0	0	3.7	14.8	40.7	11.1	25.9	3.7	0.0	0.0	0.0	0.0	0.0	20	61.1	19	18	
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	50.0	27	28	
LAS PALMAS	RYANAIR	S	26	0	0	3.8	26.9	34.6	19.2	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	8	28	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	17	0	0	5.9	23.5	17.6	29.4	5.9	11.8	0.0	5.9	0.0	0.0	0.0	37	66.7	15	18	
LAS PALMAS	TUI AIRWAYS LTD	C	25	0	0	0.0	32.0	40.0	12.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	19	66.7	12	18	
<b>TOTAL LAS PALMAS</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>24.2</b>	<b>34.7</b>	<b>16.8</b>	<b>14.7</b>	<b>4.2</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>63.6</b>	<b>16</b>	<b>110</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	44	0	0	2.3	11.4	34.1	20.5	13.6	18.2	0.0	0.0	0.0	0.0	0.0	27	80.6	11	36	
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	52.5	22	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	83.3	5	18	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	35	0	0	0.0	25.7	45.7	11.4	8.6	2.9	2.9	2.9	0.0	0.0	0.0	23	76.5	12	34	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	19	0	0	10.5	5.3	26.3	31.6	26.3	0.0	0.0	0.0	0.0	0.0	0.0	20	52.6	27	19	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	36	0	0	0.0	13.9	47.2	5.6	16.7	16.7	0.0	0.0	0.0	0.0	0.0	23	46.7	69	30	
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	100.0	2	18	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>14.9</b>	<b>39.6</b>	<b>15.7</b>	<b>14.9</b>	<b>11.2</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>65.5</b>	<b>22</b>	<b>235</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>401</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>21.2</b>	<b>38.9</b>	<b>16.0</b>	<b>13.2</b>	<b>6.5</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.5</b>	<b>18</b>	<b>579</b>	
GOTEBORG (LANDVETTER)	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	69.0	20	42	
GOTEBORG (LANDVETTER)	PRIMERA AIR SCANDINAVIA	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	
<b>TOTAL GOTEBORG (LANDVETTER)</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>64</b>	<b>69.0</b>	<b>20</b>	<b>42</b>	
STOCKHOLM (ARLANDA)	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	91.7	6	24	
STOCKHOLM (ARLANDA)	SAS	S	14	0	2	0.0	56.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12.5	3	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

## Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 STOCKHOLM (ARLANDA)</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>56.3</b>	<b>25.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>3</b>	<b>91.7</b>	<b>6</b>	<b>24</b>	
<b>TOTAL SWEDEN</b>			<b>15</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>52.9</b>	<b>23.5</b>	<b>5.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>7</b>	<b>77.3</b>	<b>15</b>	<b>66</b>	
<b>SWITZERLAND</b>																					
<b>GENEVA</b>	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	1	0.0	0	0	
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	34.6	23.1	23.1	15.4	3.8	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>GENEVA</b>	JOTA AVIATION LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL GENEVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.1</b>	<b>28.6</b>	<b>21.4</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ZURICH</b>	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	55	1	
<b>ZURICH</b>	SWISS AIRLINES	S	108	0	0	0.9	32.4	27.8	24.1	13.0	1.9	0.0	0.0	0.0	0.0	0.0	14	79.6	7	105	
<b>TOTAL ZURICH</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>32.4</b>	<b>27.8</b>	<b>24.1</b>	<b>13.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>78.9</b>	<b>8</b>	<b>106</b>	
<b>TOTAL SWITZERLAND</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>32.4</b>	<b>27.9</b>	<b>23.5</b>	<b>13.2</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>14</b>	<b>78.9</b>	<b>8</b>	<b>106</b>	
<b>TUNISIA</b>																					
<b>ENFIDHA - HAMMAMET INTL</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>ENFIDHA - HAMMAMET INTL</b>	TUI AIRWAYS LTD	C	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	13	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>52.9</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>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>52.9</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>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
<b>ANTALYA</b>	FREEBIRD AIRLINES	C	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	51	62.5	19	16	
<b>ANTALYA</b>	JET2.COM LTD	S	20	0	0	5.0	5.0	45.0	15.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	S	49	0	0	2.0	10.2	32.7	16.3	22.4	14.3	2.0	0.0	0.0	0.0	0.0	30	46.4	26	28	
<b>ANTALYA</b>	TUI AIRWAYS LTD	C	13	0	0	0.0	7.7	23.1	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>8.1</b>	<b>34.9</b>	<b>19.8</b>	<b>22.1</b>	<b>11.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>52.3</b>	<b>23</b>	<b>44</b>	
<b>BODRUM (MILAS)</b>	FREEBIRD AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>BODRUM (MILAS)</b>	JET2.COM LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	143	0.0	0	0	
<b>BODRUM (MILAS)</b>	THOMAS COOK AIRLINES LTD	S	7	0	1	0.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	12.5	0.0	12.5	105	0.0	0	0	
<b>BODRUM (MILAS)</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	0.0	25	1	
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>18.2</b>	<b>18.2</b>	<b>18.2</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>	<b>9.1</b>	<b>102</b>	<b>0.0</b>	<b>25</b>	<b>1</b>		
<b>DALAMAN</b>	FREEBIRD AIRLINES	C	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	26	0.0	0	0	
<b>DALAMAN</b>	JET2.COM LTD	S	26	0	1	7.4	18.5	40.7	14.8	11.1	3.7	0.0	0.0	0.0	0.0	3.7	15	0.0	0	0	
<b>DALAMAN</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	60.0	17	20	
<b>DALAMAN</b>	THOMAS COOK AIRLINES LTD	S	46	0	0	2.2	17.4	28.3	23.9	19.6	8.7	0.0	0.0	0.0	0.0	0.0	23	43.6	25	39	
<b>DALAMAN</b>	TUI AIRWAYS LTD	C	19	0	0	5.3	5.3	57.9	10.5	15.8	5.3	0.0	0.0	0.0	0.0	0.0	17	62.5	18	24	
<b>DALAMAN</b>	TUI AIRWAYS LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>5.2</b>	<b>15.6</b>	<b>37.5</b>	<b>17.7</b>	<b>15.6</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>19</b>	<b>53.0</b>	<b>21</b>	<b>83</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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	
ISTANBUL	THY TURKISH AIRLINES	S	104	0	0	3.8	37.5	35.6	18.3	4.8	0.0	0.0	0.0	0.0	0.0	8	73.1	11	104	
<b>TOTAL ISTANBUL</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>37.5</b>	<b>35.6</b>	<b>18.3</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>8</b>	<b>73.1</b>	<b>11</b>	<b>104</b>	
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	177	100.0	4	4	
<b>TOTAL IZMIR (ADNAN MENDERES)</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>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>177</b>	<b>100.0</b>	<b>4</b>	<b>4</b>	
<b>TOTAL TURKEY</b>			<b>299</b>	<b>0</b>	<b>2</b>	<b>3.7</b>	<b>20.3</b>	<b>34.6</b>	<b>18.3</b>	<b>13.6</b>	<b>6.3</b>	<b>2.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>23</b>	<b>62.3</b>	<b>17</b>	<b>236</b>	
<b>TURKMENISTAN</b>																				
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	0.0	0.0	25.0	25.0	18.8	31.3	0.0	0.0	0.0	0.0	47	60.0	17	18	
<b>TOTAL ASHKHABAD</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>18.8</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>60.0</b>	<b>17</b>	<b>18</b>	
<b>TOTAL TURKMENISTAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>18.8</b>	<b>31.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>47</b>	<b>60.0</b>	<b>17</b>	<b>18</b>	
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	124	0	0	28.2	35.5	24.2	6.5	5.6	0.0	0.0	0.0	0.0	0.0	5	79.7	12	138	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>28.2</b>	<b>35.5</b>	<b>24.2</b>	<b>6.5</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.7</b>	<b>12</b>	<b>138</b>	
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>28.2</b>	<b>35.5</b>	<b>24.2</b>	<b>6.5</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.7</b>	<b>12</b>	<b>138</b>	
<b>UNITED KINGDOM</b>																				
ABERDEEN	FLYBE LTD	S	158	0	0	13.3	39.9	33.5	6.3	3.2	3.2	0.6	0.0	0.0	0.0	8	74.1	13	222	
<b>TOTAL ABERDEEN</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>39.9</b>	<b>33.5</b>	<b>6.3</b>	<b>3.2</b>	<b>3.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>74.1</b>	<b>13</b>	<b>222</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	408	0	2	1.5	42.9	35.4	8.8	5.1	4.1	1.2	0.5	0.0	0.5	12	78.8	11	387	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>408</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>42.9</b>	<b>35.4</b>	<b>8.8</b>	<b>5.1</b>	<b>4.1</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>78.8</b>	<b>11</b>	<b>387</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	152	0	0	2.0	51.3	27.0	11.2	4.6	1.3	1.3	1.3	0.0	0.0	13	91.8	5	168	
BELFAST INTERNATIONAL	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	100.0	6	1	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>51.3</b>	<b>27.0</b>	<b>11.2</b>	<b>4.6</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>91.8</b>	<b>5</b>	<b>169</b>	
BRISTOL	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	50.0	120	2	
BRISTOL	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	5	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>100.0</b>	<b>0.0</b>	<b>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>50.0</b>	<b>120</b>	<b>2</b>	
CARDIFF WALES	FLYBE LTD	S	5	0	0	20.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	56	100.0	0	1	
<b>TOTAL CARDIFF WALES</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20.0</b>	<b>0.0</b>	<b>40.0</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>56</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
DONCASTER SHEFFIELD	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	29	4	
<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</b>	<b>0.0</b>	<b>29</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	100.0	0	1	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</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>16</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
EDINBURGH	FLYBE LTD	S	380	0	1	2.1	29.1	41.7	12.1	7.3	4.7	1.8	0.8	0.0	0.0	0.3	16	75.3	13	376	
<b>TOTAL EDINBURGH</b>			<b>380</b>	<b>0</b>	<b>1</b>	<b>2.1</b>	<b>29.1</b>	<b>41.7</b>	<b>12.1</b>	<b>7.3</b>	<b>4.7</b>	<b>1.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>75.3</b>	<b>13</b>	<b>376</b>	
EXETER	FLYBE LTD	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	65	100.0	1	4	
<b>TOTAL EXETER</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>65</b>	<b>100.0</b>	<b>1</b>	<b>4</b>	
GATWICK	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	34	1	
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	33.3	22	3	
GATWICK	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	0.0	0	0	
GATWICK	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	41	1	
<b>TOTAL GATWICK</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>8</b>	<b>20.0</b>	<b>28</b>	<b>5</b>	
GLASGOW	FLYBE LTD	S	358	0	10	2.4	35.1	39.7	6.8	6.0	5.2	2.2	0.0	0.0	0.0	2.7	14	76.8	14	354	
GLASGOW	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	34	66.7	17	3	
<b>TOTAL GLASGOW</b>			<b>359</b>	<b>0</b>	<b>10</b>	<b>2.4</b>	<b>35.0</b>	<b>39.6</b>	<b>6.8</b>	<b>6.2</b>	<b>5.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>14</b>	<b>76.7</b>	<b>14</b>	<b>357</b>	
GUERNSEY	FLYBE LTD	S	45	0	2	12.8	29.8	40.4	6.4	0.0	2.1	4.3	0.0	0.0	0.0	4.3	13	50.0	28	53	
<b>TOTAL GUERNSEY</b>			<b>45</b>	<b>0</b>	<b>2</b>	<b>12.8</b>	<b>29.8</b>	<b>40.4</b>	<b>6.4</b>	<b>0.0</b>	<b>2.1</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>13</b>	<b>50.0</b>	<b>28</b>	<b>53</b>	
INVERNESS	FLYBE LTD	S	62	0	0	3.2	22.6	41.9	16.1	9.7	4.8	1.6	0.0	0.0	0.0	0.0	15	69.4	16	62	
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>22.6</b>	<b>41.9</b>	<b>16.1</b>	<b>9.7</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>15</b>	<b>69.4</b>	<b>16</b>	<b>62</b>	
ISLE OF MAN	FLYBE LTD	S	64	0	2	1.5	24.2	37.9	12.1	12.1	7.6	1.5	0.0	0.0	0.0	3.0	19	75.0	19	72	
<b>TOTAL ISLE OF MAN</b>			<b>64</b>	<b>0</b>	<b>2</b>	<b>1.5</b>	<b>24.2</b>	<b>37.9</b>	<b>12.1</b>	<b>12.1</b>	<b>7.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>19</b>	<b>75.0</b>	<b>19</b>	<b>72</b>	
JERSEY	FLYBE LTD	S	130	0	1	2.3	22.9	38.2	18.3	13.7	3.8	0.0	0.0	0.0	0.0	0.8	16	68.7	18	113	
<b>TOTAL JERSEY</b>			<b>130</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>22.9</b>	<b>38.2</b>	<b>18.3</b>	<b>13.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>16</b>	<b>68.7</b>	<b>18</b>	<b>113</b>	
LEEDS BRADFORD	JET2.COM LTD	S	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	45	2	
<b>TOTAL LEEDS BRADFORD</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>1</b>	<b>0.0</b>	<b>45</b>	<b>2</b>	
LONDON CITY	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1	
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
LUTON	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	33.3	44	3	
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	69	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>69</b>	<b>33.3</b>	<b>44</b>	<b>3</b>	
MANCHESTER	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
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	2	50.0	41	6	
MANCHESTER	JET2.COM 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	5	0.0	0	0	
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	28.6	39	7	
MANCHESTER	RYANAIR	S	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83	0.0	0	0	
MANCHESTER	THOMAS COOK AIRLINES LTD	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	36	100.0	0	1	
<b>TOTAL MANCHESTER</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>45.5</b>	<b>18.2</b>	<b>9.1</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>46.7</b>	<b>35</b>	<b>15</b>	
NEWCASTLE	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	7	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BIRMINGHAM (Full Analysis)

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
NEWCASTLE	THOMAS COOK AIRLINES 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 NEWCASTLE</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>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	FLYBE LTD	S	46	0	0	0.0	26.1	45.7	6.5	13.0	6.5	2.2	0.0	0.0	0.0	0.0	17	80.0	15	70
<b>TOTAL NEWQUAY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.1</b>	<b>45.7</b>	<b>6.5</b>	<b>13.0</b>	<b>6.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>80.0</b>	<b>15</b>	<b>70</b>
SOUTHAMPTON	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	1	100.0	0	1
<b>TOTAL SOUTHAMPTON</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>0</b>	<b>1</b>
SOUTHEND	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	63	0.0	47	2
<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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>63</b>	<b>0.0</b>	<b>47</b>	<b>2</b>
STANSTED	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
STANSTED	PRIMERA AIR SCANDINAVIA	S	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47	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	66.7	27	3
STANSTED	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 STANSTED</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>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>75.0</b>	<b>20</b>	<b>4</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1840</b>	<b>0</b>	<b>18</b>	<b>3.3</b>	<b>34.8</b>	<b>37.6</b>	<b>10.0</b>	<b>6.8</b>	<b>4.5</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>14</b>	<b>75.8</b>	<b>13</b>	<b>1926</b>
<b>USA</b>																				
NEW YORK (NEWARK)	PRIMERA AIR SCANDINAVIA	S	23	0	0	0.0	13.0	52.2	8.7	17.4	0.0	0.0	8.7	0.0	0.0	0.0	41	0.0	0	0
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	71.0	14	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>52.2</b>	<b>8.7</b>	<b>17.4</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>71.0</b>	<b>14</b>	<b>62</b>
ORLANDO	NATIONAL AIR CARGO	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
ORLANDO	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	29	1
<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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>0.0</b>	<b>29</b>	<b>1</b>
SANFORD	TUI AIRWAYS LTD	C	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	5	25.0	23	8
<b>TOTAL SANFORD</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>25.0</b>	<b>23</b>	<b>8</b>
<b>TOTAL USA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>18.2</b>	<b>48.5</b>	<b>9.1</b>	<b>15.2</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>32</b>	<b>64.8</b>	<b>15</b>	<b>71</b>
<b>TOTAL BIRMINGHAM</b>			<b>9265</b>	<b>0</b>	<b>91</b>	<b>4.9</b>	<b>28.2</b>	<b>38.0</b>	<b>11.8</b>	<b>8.9</b>	<b>5.1</b>	<b>1.2</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>72.6</b>	<b>15</b>	<b>10521</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BOURNEMOUTH (Full Analysis)

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	
<b>CYPRUS</b>																					
PAPHOS	TUI AIRWAYS LTD	C	10	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	100.0	1	9	
PAPHOS	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL PAPHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</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>100.0</b>	<b>1</b>	<b>10</b>		
<b>TOTAL CYPRUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</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>100.0</b>	<b>1</b>	<b>10</b>		
<b>GREECE</b>																					
CORFU	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	3	85.7	5	7		
<b>TOTAL CORFU</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>3</b>	<b>85.7</b>	<b>5</b>	<b>7</b>		
RHODES	TUI AIRWAYS LTD	C	7	0	0	14.3	14.3	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	6	7		
<b>TOTAL RHODES</b>			<b>7</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>6</b>	<b>85.7</b>	<b>6</b>	<b>7</b>		
<b>TOTAL GREECE</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</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>4</b>	<b>85.7</b>	<b>5</b>	<b>14</b>		
<b>ITALY</b>																					
NAPLES	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	17	100.0	1	7		
<b>TOTAL NAPLES</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>42.9</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>17</b>	<b>100.0</b>	<b>1</b>	<b>7</b>		
<b>TOTAL ITALY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>42.9</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>17</b>	<b>100.0</b>	<b>1</b>	<b>7</b>		
<b>MALTA</b>																					
MALTA	RYANAIR	S	18	0	0	0.0	27.8	44.4	22.2	5.6	0.0	0.0	0.0	0.0	0.0	8	87.5	7	16		
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.5</b>	<b>7</b>	<b>16</b>		
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.5</b>	<b>7</b>	<b>16</b>		
<b>POLAND</b>																					
KRAKOW	RYANAIR	S	16	0	0	6.3	12.5	31.3	37.5	0.0	12.5	0.0	0.0	0.0	0.0	21	44.4	39	18		
<b>TOTAL KRAKOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>31.3</b>	<b>37.5</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>21</b>	<b>44.4</b>	<b>39</b>	<b>18</b>		
<b>TOTAL POLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>12.5</b>	<b>31.3</b>	<b>37.5</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>21</b>	<b>44.4</b>	<b>39</b>	<b>18</b>		
<b>PORTUGAL(EXCLUDING</b>																					
FARO	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		
FARO	RYANAIR	S	34	0	0	5.9	26.5	50.0	8.8	2.9	5.9	0.0	0.0	0.0	0.0	12	88.9	6	36		
<b>TOTAL FARO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>50.0</b>	<b>8.8</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>12</b>	<b>89.2</b>	<b>6</b>	<b>37</b>		
<b>TOTAL PORTUGAL</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>26.5</b>	<b>50.0</b>	<b>8.8</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>12</b>	<b>89.2</b>	<b>6</b>	<b>37</b>		
<b>SPAIN</b>																					
ALICANTE	RYANAIR	S	34	0	0	2.9	29.4	52.9	8.8	5.9	0.0	0.0	0.0	0.0	0.0	7	94.4	41	36		
<b>TOTAL ALICANTE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>29.4</b>	<b>52.9</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.4</b>	<b>41</b>	<b>36</b>		
GIRONA	RYANAIR	S	34	0	0	0.0	41.2	52.9	2.9	0.0	0.0	0.0	2.9	0.0	0.0	13	88.9	4	36		
<b>TOTAL GIRONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>52.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.9</b>	<b>4</b>	<b>36</b>		
IBIZA	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	50.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	20	88.9	3	9		
IBIZA	TUI AIRWAYS LTD	S	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0		
<b>TOTAL IBIZA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>30.0</b>	<b>40.0</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>18</b>	<b>88.9</b>	<b>3</b>	<b>9</b>		
MADRID	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	1		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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 MADRID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
MAHON	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	9
<b>TOTAL MAHON</b>			<b>7</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>2</b>	<b>100.0</b>	<b>4</b>	<b>9</b>
MALAGA	RYANAIR	S	54	0	0	5.6	38.9	46.3	5.6	0.0	1.9	0.0	1.9	0.0	0.0	0.0	12	90.4	3	52
<b>TOTAL MALAGA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>46.3</b>	<b>5.6</b>	<b>0.0</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>12</b>	<b>90.4</b>	<b>3</b>	<b>52</b>
MURCIA SAN JAVIER	RYANAIR	S	34	0	1	2.9	57.1	34.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2.9	2	97.4	2	38
<b>TOTAL MURCIA SAN JAVIER</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>57.1</b>	<b>34.3</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>0.0</b>	<b>2.9</b>	<b>2</b>	<b>97.4</b>	<b>2</b>	<b>38</b>
PALMA DE MALLORCA	RYANAIR	S	50	0	0	0.0	18.0	62.0	18.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	9	98.1	3	54
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	28	0	0	0.0	25.0	64.3	7.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0	8	90.6	3	32
PALMA DE MALLORCA	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	6	0.0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.3</b>	<b>62.5</b>	<b>13.8</b>	<b>1.3</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>8</b>	<b>95.3</b>	<b>3</b>	<b>86</b>
<b>TOTAL SPAIN</b>			<b>252</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>34.3</b>	<b>52.0</b>	<b>7.5</b>	<b>1.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>93.6</b>	<b>8</b>	<b>267</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	TUI AIRWAYS LTD	C	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	4	100.0	1	16
<b>TOTAL ARRECIFE</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>4</b>	<b>88.9</b>	<b>1</b>	<b>16</b>
LAS PALMAS	RYANAIR	S	8	0	0	12.5	37.5	25.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	0.0	87	100.0	2	8
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	90.0	3	10
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>49</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	RYANAIR	S	10	0	0	10.0	30.0	40.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	29	90.0	7	10
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	12.5	25.0	0.0	0.0	12.5	0.0	0.0	0.0	42	80.0	33	10
TENERIFE (SURREINA SOFIA)	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 TENERIFE (SURREINA SOFIA)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>26.3</b>	<b>36.8</b>	<b>5.3</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>85.0</b>	<b>20</b>	<b>20</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>37.7</b>	<b>39.6</b>	<b>3.8</b>	<b>5.7</b>	<b>1.9</b>	<b>0.0</b>	<b>5.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>89.3</b>	<b>9</b>	<b>54</b>
<b>TURKEY</b>																				
DALAMAN	FREEBIRD AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	9	7
<b>TOTAL DALAMAN</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>71.4</b>	<b>9</b>	<b>7</b>
<b>TOTAL TURKEY</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>71.4</b>	<b>9</b>	<b>7</b>
<b>UNITED KINGDOM</b>																				
CARDIFF WALES	BMI REGIONAL	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL CARDIFF WALES</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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITISH AIRWAYS PLC	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL GATWICK</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>
JERSEY	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	1	0.0	0	0
<b>TOTAL JERSEY</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>

Reporting Airport: BOURNEMOUTH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 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
LEEDS BRADFORD	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0
<b>TOTAL LEEDS BRADFORD</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MANCHESTER	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	15	75.0	11	4
<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>15</b>	<b>75.0</b>	<b>11</b>	<b>4</b>
SOUTHAMPTON	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	20	1
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>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>60.0</b>	<b>13</b>	<b>5</b>
<b>TOTAL BOURNEMOUTH</b>			<b>412</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>31.9</b>	<b>49.5</b>	<b>8.5</b>	<b>3.1</b>	<b>2.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>89.7</b>	<b>9</b>	<b>435</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	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	
INNSBRUCK	FLYBE 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	74	0.0	0	0	
<b>TOTAL INNSBRUCK</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>74</b>	<b>0.0</b>	<b>25</b>	<b>1</b>	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	31.3	25.0	6.3	12.5	12.5	6.3	0.0	0.0	0.0	0.0	26	72.2	11	18	
<b>TOTAL VIENNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>25.0</b>	<b>6.3</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>72.2</b>	<b>11</b>	<b>18</b>	
<b>TOTAL AUSTRIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>29.4</b>	<b>23.5</b>	<b>5.9</b>	<b>11.8</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>68.4</b>	<b>11</b>	<b>19</b>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	149	0	7	0.6	17.9	45.5	9.0	12.2	6.4	1.3	2.6	0.0	0.0	4.5	25	75.0	8	4	
BRUSSELS	BRUSSELS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.9	20	148	
<b>TOTAL BRUSSELS</b>			<b>149</b>	<b>0</b>	<b>7</b>	<b>0.6</b>	<b>17.9</b>	<b>45.5</b>	<b>9.0</b>	<b>12.2</b>	<b>6.4</b>	<b>1.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>25</b>	<b>67.1</b>	<b>20</b>	<b>152</b>	
<b>TOTAL BELGIUM</b>			<b>149</b>	<b>0</b>	<b>7</b>	<b>0.6</b>	<b>17.9</b>	<b>45.5</b>	<b>9.0</b>	<b>12.2</b>	<b>6.4</b>	<b>1.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>25</b>	<b>67.1</b>	<b>20</b>	<b>152</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	96	100.0	8	1	
BURGAS	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
BURGAS	TUI AIRWAYS LTD	C	6	0	0	0.0	16.7	33.3	0.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	33	66.7	14	3	
<b>TOTAL BURGAS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>75.0</b>	<b>12</b>	<b>4</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	100.0	1	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>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>50.0</b>	<b>0.0</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>95.5</b>	<b>3</b>	<b>22</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	10	0	0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	62.5	8	8	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>1</b>	<b>62.5</b>	<b>8</b>	<b>8</b>	
<b>TOTAL CAPE VERDE</b>			<b>10</b>	<b>0</b>	<b>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>0.0</b>	<b>1</b>	<b>62.5</b>	<b>8</b>	<b>8</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	22.2	33.3	11.1	5.6	11.1	11.1	0.0	0.0	0.0	0.0	32	44.4	22	18	
DUBROVNIK	TUI AIRWAYS LTD	S	15	0	0	0.0	33.3	40.0	6.7	0.0	6.7	13.3	0.0	0.0	0.0	0.0	25	62.5	13	8	
<b>TOTAL DUBROVNIK</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>27.3</b>	<b>36.4</b>	<b>9.1</b>	<b>3.0</b>	<b>9.1</b>	<b>12.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>50.0</b>	<b>19</b>	<b>26</b>	
PULA	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	6	2	
PULA	TUI AIRWAYS LTD	C	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	12	66.7	15	6	
<b>TOTAL PULA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>58.3</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>15</b>	<b>75.0</b>	<b>13</b>	<b>8</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	36	0	0	8.3	27.8	44.4	13.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	93.3	5	30	
<b>TOTAL SPLIT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>27.8</b>	<b>44.4</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>0.0</b>	<b>8</b>	<b>93.3</b>	<b>5</b>	<b>30</b>	
ZADAR	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 ZADAR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL CROATIA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>24.7</b>	<b>43.2</b>	<b>12.3</b>	<b>6.2</b>	<b>3.7</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.3</b>	<b>9</b>	<b>82</b>	
<b>CYPRUS</b>																					
LARNACA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	16.7	16.7	44.4	11.1	0.0	0.0	0.0	0.0	0.0	35	82.4	10	17	
LARNACA	TUI AIRWAYS LTD	C	18	0	0	5.6	11.1	44.4	0.0	16.7	22.2	0.0	0.0	0.0	0.0	0.0	32	54.5	13	11	
<b>TOTAL LARNACA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>11.1</b>	<b>30.6</b>	<b>8.3</b>	<b>30.6</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>33</b>	<b>71.4</b>	<b>11</b>	<b>28</b>	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	7.7	7.7	30.8	42.3	11.5	0.0	0.0	0.0	0.0	0.0	35	53.6	19	28	
PAPHOS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	25.0	12.5	25.0	0.0	0.0	25.0	0.0	0.0	0.0	74	0.0	0	0	
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	38.9	5.6	50.0	5.6	0.0	0.0	0.0	0.0	0.0	30	47.1	29	17	
<b>TOTAL PAPHOS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.8</b>	<b>21.2</b>	<b>19.2</b>	<b>42.3</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>39</b>	<b>51.1</b>	<b>23</b>	<b>45</b>	
<b>TOTAL CYPRUS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>8.0</b>	<b>25.0</b>	<b>14.8</b>	<b>37.5</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>37</b>	<b>58.9</b>	<b>18</b>	<b>73</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	44	0	0	2.3	11.4	29.5	9.1	9.1	29.5	0.0	4.5	4.5	0.0	0.0	59	52.9	19	34	
<b>TOTAL PRAGUE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>11.4</b>	<b>29.5</b>	<b>9.1</b>	<b>9.1</b>	<b>29.5</b>	<b>0.0</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>52.9</b>	<b>19</b>	<b>34</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>11.4</b>	<b>29.5</b>	<b>9.1</b>	<b>9.1</b>	<b>29.5</b>	<b>0.0</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>52.9</b>	<b>19</b>	<b>34</b>	
<b>DENMARK</b>																					
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	20	0	0	0.0	10.0	15.0	60.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	17	18	
<b>TOTAL COPENHAGEN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>15.0</b>	<b>60.0</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>21</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
KARUP	ENTER AIR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL KARUP</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>	
<b>TOTAL DENMARK</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.5</b>	<b>14.3</b>	<b>61.9</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>21</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUNTA CANA	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	44.4	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL PUNTA CANA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DOMINICAN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EGYPT</b>																					
HURGHADA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	10.0	10.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
HURGHADA	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	37.5	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
<b>TOTAL HURGHADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</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>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL EGYPT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</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>0.0</b>	<b>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BASTIA	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	4	1	
<b>TOTAL BASTIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
BEZIERS	RYANAIR	S	26	0	0	0.0	34.6	46.2	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	57.1	19	28	
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>46.2</b>	<b>15.4</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>57.1</b>	<b>19</b>	<b>28</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	42	0	2	0.0	38.6	22.7	18.2	13.6	2.3	0.0	0.0	0.0	0.0	4.5	15	85.3	11	34
<b>TOTAL BORDEAUX</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>38.6</b>	<b>22.7</b>	<b>18.2</b>	<b>13.6</b>	<b>2.3</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>85.3</b>	<b>11</b>	<b>34</b>
LIMOGES	RYANAIR	S	16	0	0	6.3	31.3	25.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	29	88.9	9	18
<b>TOTAL LIMOGES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>88.9</b>	<b>9</b>	<b>18</b>
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	16	0	4	0.0	10.0	35.0	25.0	5.0	5.0	0.0	0.0	0.0	0.0	20.0	16	100.0	4	10
<b>TOTAL MARSEILLE</b>			<b>16</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>10.0</b>	<b>35.0</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>20.0</b>	<b>16</b>	<b>100.0</b>	<b>4</b>	<b>10</b>
NANTES	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	83.3	6	12
<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>83.3</b>	<b>6</b>	<b>12</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	76	0	2	2.6	28.2	20.5	17.9	16.7	10.3	1.3	0.0	0.0	0.0	2.6	23	80.3	30	76
<b>TOTAL NICE</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>28.2</b>	<b>20.5</b>	<b>17.9</b>	<b>16.7</b>	<b>10.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>23</b>	<b>80.3</b>	<b>30</b>	<b>76</b>
PARIS (CHARLES DE GAULLE)	BMI REGIONAL	S	106	0	10	12.1	30.2	26.7	6.9	6.9	7.8	0.9	0.0	0.0	0.0	8.6	14	61.3	37	104
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	61	0	2	1.6	28.6	34.9	11.1	12.7	3.2	4.8	0.0	0.0	0.0	3.2	19	75.8	10	62
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>167</b>	<b>0</b>	<b>12</b>	<b>8.4</b>	<b>29.6</b>	<b>29.6</b>	<b>8.4</b>	<b>8.9</b>	<b>6.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>16</b>	<b>66.7</b>	<b>27</b>	<b>166</b>
TOULOUSE (BLAGNAC)	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	42	1
TOULOUSE (BLAGNAC)	EASTERN AIRWAYS	C	47	0	0	23.4	27.7	25.5	8.5	8.5	2.1	4.3	0.0	0.0	0.0	0.0	16	80.6	8	62
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	1.6	24.2	30.6	17.7	9.7	11.3	3.2	1.6	0.0	0.0	0.0	30	66.1	14	62
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>25.7</b>	<b>28.4</b>	<b>13.8</b>	<b>9.2</b>	<b>7.3</b>	<b>3.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>72.8</b>	<b>11</b>	<b>125</b>
<b>TOTAL FRANCE</b>			<b>452</b>	<b>0</b>	<b>20</b>	<b>6.4</b>	<b>28.8</b>	<b>28.2</b>	<b>12.9</b>	<b>10.4</b>	<b>7.0</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>19</b>	<b>73.3</b>	<b>20</b>	<b>470</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	5.0	43.3	36.7	1.7	5.0	8.3	0.0	0.0	0.0	0.0	0.0	11	74.1	9	54
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>43.3</b>	<b>36.7</b>	<b>1.7</b>	<b>5.0</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>11</b>	<b>74.1</b>	<b>9</b>	<b>54</b>
BREMEN	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	31	1
BREMEN	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1
<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>0.0</b>	<b>0</b>	<b>50.0</b>	<b>17</b>	<b>2</b>
COLOGNE BONN	RYANAIR	S	34	0	0	11.8	32.4	20.6	2.9	11.8	8.8	2.9	8.8	0.0	0.0	0.0	37	0.0	0	0
<b>TOTAL COLOGNE BONN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>32.4</b>	<b>20.6</b>	<b>2.9</b>	<b>11.8</b>	<b>8.8</b>	<b>2.9</b>	<b>8.8</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>
DUSSELDORF	BMI REGIONAL	S	42	0	14	5.4	8.9	25.0	12.5	16.1	7.1	0.0	0.0	0.0	0.0	25.0	21	46.9	28	71
<b>TOTAL DUSSELDORF</b>			<b>42</b>	<b>0</b>	<b>14</b>	<b>5.4</b>	<b>8.9</b>	<b>25.0</b>	<b>12.5</b>	<b>16.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>21</b>	<b>46.9</b>	<b>28</b>	<b>71</b>
FRANKFURT MAIN	BMI REGIONAL	S	149	0	9	1.9	22.2	34.8	7.6	17.7	6.3	3.8	0.0	0.0	0.0	5.7	23	57.9	33	158
<b>TOTAL FRANKFURT MAIN</b>			<b>149</b>	<b>0</b>	<b>9</b>	<b>1.9</b>	<b>22.2</b>	<b>34.8</b>	<b>7.6</b>	<b>17.7</b>	<b>6.3</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>23</b>	<b>57.9</b>	<b>33</b>	<b>158</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
HAMBURG	BMI REGIONAL	S	44	0	8	1.9	26.9	26.9	9.6	3.8	11.5	3.8	0.0	0.0	0.0	15.4	24	37.5	32	53	
<b>TOTAL HAMBURG</b>			<b>44</b>	<b>0</b>	<b>8</b>	<b>1.9</b>	<b>26.9</b>	<b>26.9</b>	<b>9.6</b>	<b>3.8</b>	<b>11.5</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15.4</b>	<b>24</b>	<b>37.5</b>	<b>32</b>	<b>53</b>	
HANOVER	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	32	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>0.0</b>	<b>32</b>	<b>1</b>	
MUNICH	BMI REGIONAL	S	116	0	4	0.0	6.7	36.7	20.8	11.7	17.5	1.7	1.7	0.0	0.0	3.3	33	48.7	32	112	
<b>TOTAL MUNICH</b>			<b>116</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>6.7</b>	<b>36.7</b>	<b>20.8</b>	<b>11.7</b>	<b>17.5</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>33</b>	<b>48.7</b>	<b>32</b>	<b>112</b>	
STUTTGART	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	12	2	
<b>TOTAL STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>12</b>	<b>2</b>	
<b>TOTAL GERMANY</b>			<b>445</b>	<b>0</b>	<b>35</b>	<b>2.9</b>	<b>20.6</b>	<b>32.5</b>	<b>10.6</b>	<b>12.5</b>	<b>10.2</b>	<b>2.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.3</b>	<b>25</b>	<b>53.0</b>	<b>29</b>	<b>453</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	28	0	0	0.0	7.1	57.1	14.3	10.7	3.6	3.6	3.6	0.0	0.0	0.0	26	69.2	12	26	
<b>TOTAL GIBRALTAR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>57.1</b>	<b>14.3</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>69.2</b>	<b>12</b>	<b>26</b>	
<b>TOTAL GIBRALTAR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>57.1</b>	<b>14.3</b>	<b>10.7</b>	<b>3.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>69.2</b>	<b>12</b>	<b>26</b>	
<b>GREECE</b>																					
ATHENS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	18.8	12.5	25.0	25.0	6.3	6.3	6.3	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHANIA	RYANAIR	S	18	0	0	0.0	5.6	16.7	22.2	38.9	16.7	0.0	0.0	0.0	0.0	0.0	36	44.4	41	18	
CHANIA	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	40	100.0	1	3	
<b>TOTAL CHANIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.3</b>	<b>15.8</b>	<b>21.1</b>	<b>42.1</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>36</b>	<b>52.4</b>	<b>36</b>	<b>21</b>	
CORFU	EASYJET AIRLINE COMPANY LTD	S	25	0	2	3.7	7.4	29.6	18.5	18.5	14.8	0.0	0.0	0.0	0.0	7.4	29	35.7	21	26	
CORFU	THOMAS COOK AIRLINES LTD	S	16	0	0	18.8	18.8	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	7	14	
CORFU	TUI AIRWAYS LTD	C	18	0	0	0.0	5.6	55.6	16.7	0.0	16.7	5.6	0.0	0.0	0.0	0.0	28	81.3	6	16	
<b>TOTAL CORFU</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>6.6</b>	<b>9.8</b>	<b>39.3</b>	<b>16.4</b>	<b>11.5</b>	<b>11.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>23</b>	<b>60.3</b>	<b>13</b>	<b>56</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	5.6	44.4	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	66.7	26	18	
HERAKLION	THOMAS COOK AIRLINES LTD	S	10	0	1	0.0	9.1	9.1	0.0	18.2	27.3	9.1	9.1	9.1	0.0	9.1	183	50.0	45	10	
HERAKLION	TUI AIRWAYS LTD	C	15	0	0	0.0	13.3	40.0	13.3	20.0	0.0	6.7	6.7	0.0	0.0	0.0	37	45.5	14	11	
<b>TOTAL HERAKLION</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>9.1</b>	<b>34.1</b>	<b>15.9</b>	<b>15.9</b>	<b>11.4</b>	<b>4.5</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>65</b>	<b>56.4</b>	<b>27</b>	<b>39</b>	
KAVALA	THOMAS COOK AIRLINES LTD	S	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	66.7	18	3	
<b>TOTAL KAVALA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>66.7</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>66.7</b>	<b>18</b>	<b>3</b>	
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	10	0	2	0.0	16.7	8.3	33.3	25.0	0.0	0.0	0.0	0.0	0.0	16.7	24	40.0	32	10	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	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	40	100.0	3	5	
KEFALLINIA	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	66.7	18	3	
<b>TOTAL KEFALLINIA</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.1</b>	<b>21.1</b>	<b>26.3</b>	<b>15.8</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>28</b>	<b>61.1</b>	<b>22</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
KOS	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	16.7	66.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
KOS	TUI AIRWAYS LTD	C	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	9	77.8	13	9
<b>TOTAL KOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</b>	<b>18.8</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>12</b>	<b>77.8</b>	<b>13</b>	<b>9</b>
PREVEZA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	12.5	12.5	0.0	50.0	0.0	12.5	0.0	0.0	0.0	64	0.0	0	0
<b>TOTAL PREVEZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</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>64</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
RHODES	THOMAS COOK AIRLINES LTD	S	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	9	3
RHODES	TUI AIRWAYS LTD	C	17	0	0	5.9	0.0	41.2	17.6	17.6	17.6	0.0	0.0	0.0	0.0	0.0	27	80.0	10	15
<b>TOTAL RHODES</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>0.0</b>	<b>42.9</b>	<b>19.0</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>77.8</b>	<b>10</b>	<b>18</b>
SKIATHOS	THOMAS COOK AIRLINES LTD	S	5	0	0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	60.0	48	5
SKIATHOS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL SKIATHOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>60.0</b>	<b>48</b>	<b>5</b>
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	9	0	0	22.2	11.1	22.2	0.0	11.1	33.3	0.0	0.0	0.0	0.0	0.0	34	77.8	25	9
<b>TOTAL THIRA (SANTORINI)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</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>34</b>	<b>77.8</b>	<b>25</b>	<b>9</b>
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	10	0	0	10.0	0.0	30.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	28	37.5	25	6
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	35	0	0	5.7	20.0	25.7	11.4	20.0	11.4	2.9	2.9	0.0	0.0	0.0	35	84.0	7	25
ZAKINTHOS	TUI AIRWAYS LTD	C	17	0	0	0.0	11.8	35.3	23.5	5.9	17.6	5.9	0.0	0.0	0.0	0.0	36	76.9	10	13
<b>TOTAL ZAKINTHOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>14.5</b>	<b>29.0</b>	<b>12.9</b>	<b>22.6</b>	<b>11.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>73.9</b>	<b>10</b>	<b>44</b>
<b>TOTAL GREECE</b>			<b>279</b>	<b>0</b>	<b>5</b>	<b>5.6</b>	<b>10.6</b>	<b>33.1</b>	<b>16.9</b>	<b>15.8</b>	<b>12.0</b>	<b>2.1</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>1.8</b>	<b>34</b>	<b>64.6</b>	<b>19</b>	<b>222</b>
<b>HUNGARY</b>																				
BUDAPEST	RYANAIR	S	28	0	0	0.0	21.4	46.4	14.3	7.1	7.1	3.6	0.0	0.0	0.0	0.0	22	69.2	13	26
<b>TOTAL BUDAPEST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>46.4</b>	<b>14.3</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>22</b>	<b>69.2</b>	<b>13</b>	<b>26</b>
<b>TOTAL HUNGARY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>46.4</b>	<b>14.3</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>22</b>	<b>69.2</b>	<b>13</b>	<b>26</b>
<b>IRISH REPUBLIC</b>																				
CORK	STOBART AIR	S	62	0	0	8.1	45.2	35.5	8.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	7	85.5	9	62
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>45.2</b>	<b>35.5</b>	<b>8.1</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.5</b>	<b>9</b>	<b>62</b>
DUBLIN	RYANAIR	S	167	0	1	1.2	26.2	49.4	11.3	9.5	1.2	0.0	0.6	0.0	0.0	0.6	12	75.3	12	170
DUBLIN	STOBART AIR	S	182	0	2	1.6	22.3	50.0	14.1	4.9	3.8	1.1	1.1	0.0	0.0	1.1	16	79.4	10	204
<b>TOTAL DUBLIN</b>			<b>349</b>	<b>0</b>	<b>3</b>	<b>1.4</b>	<b>24.1</b>	<b>49.7</b>	<b>12.8</b>	<b>7.1</b>	<b>2.6</b>	<b>0.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>14</b>	<b>77.5</b>	<b>11</b>	<b>374</b>
IRELAND WEST(KNOCK)	RYANAIR	S	26	0	0	7.7	23.1	26.9	11.5	11.5	19.2	0.0	0.0	0.0	0.0	0.0	26	69.2	12	26
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>26.9</b>	<b>11.5</b>	<b>11.5</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>69.2</b>	<b>12</b>	<b>26</b>
SHANNON	RYANAIR	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	0.0	0	0
<b>TOTAL SHANNON</b>			<b>10</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>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>447</b>	<b>0</b>	<b>3</b>	<b>3.1</b>	<b>27.3</b>	<b>46.2</b>	<b>11.8</b>	<b>6.2</b>	<b>3.6</b>	<b>0.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>78.1</b>	<b>11</b>	<b>462</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	26	0	2	0.0	17.9	28.6	10.7	10.7	17.9	3.6	0.0	3.6	0.0	7.1	53	52.0	25	25
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.9</b>	<b>28.6</b>	<b>10.7</b>	<b>10.7</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>7.1</b>	<b>53</b>	<b>52.0</b>	<b>25</b>	<b>25</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
BOLOGNA	RYANAIR	S	18	0	0	0.0	0.0	50.0	22.2	5.6	16.7	0.0	5.6	0.0	0.0	0.0	36	38.9	27	18	
<b>TOTAL BOLOGNA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>22.2</b>	<b>5.6</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>36</b>	<b>38.9</b>	<b>27</b>	<b>18</b>	
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	50.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>43.8</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>100.0</b>	<b>2</b>	<b>4</b>	
FLORENCE	BRITISH AIRWAYS PLC	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	34	75.0	8	4	
<b>TOTAL FLORENCE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>75.0</b>	<b>8</b>	<b>4</b>	
MILAN (MALPENSA)	BMI REGIONAL	S	22	0	2	0.0	12.5	54.2	12.5	4.2	4.2	0.0	4.2	0.0	0.0	8.3	23	42.4	26	32	
<b>TOTAL MILAN (MALPENSA)</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>12.5</b>	<b>54.2</b>	<b>12.5</b>	<b>4.2</b>	<b>4.2</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>23</b>	<b>42.4</b>	<b>26</b>	<b>32</b>	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	26	0	2	0.0	7.1	53.6	7.1	7.1	17.9	0.0	0.0	0.0	0.0	7.1	25	69.2	11	26	
NAPLES	TUI AIRWAYS LTD	C	13	0	0	7.7	23.1	46.2	0.0	0.0	23.1	0.0	0.0	0.0	0.0	0.0	19	50.0	15	16	
<b>TOTAL NAPLES</b>			<b>39</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>12.2</b>	<b>51.2</b>	<b>4.9</b>	<b>4.9</b>	<b>19.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>23</b>	<b>61.9</b>	<b>13</b>	<b>42</b>	
OLBIA	BMI REGIONAL	C	3	0	0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	18	0	2	0.0	5.0	25.0	20.0	15.0	5.0	5.0	10.0	5.0	0.0	10.0	75	83.3	8	12	
<b>TOTAL OLBIA</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.3</b>	<b>21.7</b>	<b>26.1</b>	<b>17.4</b>	<b>4.3</b>	<b>4.3</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>8.7</b>	<b>69</b>	<b>83.3</b>	<b>8</b>	<b>12</b>	
PISA	EASYJET AIRLINE COMPANY LTD	S	60	0	2	1.6	11.3	37.1	30.6	8.1	8.1	0.0	0.0	0.0	0.0	3.2	19	55.3	19	38	
<b>TOTAL PISA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>11.3</b>	<b>37.1</b>	<b>30.6</b>	<b>8.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>19</b>	<b>55.3</b>	<b>19</b>	<b>38</b>	
ROME (FIUMICINO)	EASYJET AIRLINE COMPANY LTD	S	60	0	2	1.6	24.2	37.1	11.3	9.7	9.7	3.2	0.0	0.0	0.0	3.2	22	67.7	14	62	
<b>TOTAL ROME (FIUMICINO)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>24.2</b>	<b>37.1</b>	<b>11.3</b>	<b>9.7</b>	<b>9.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>22</b>	<b>67.7</b>	<b>14</b>	<b>62</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	60	0	2	3.2	27.4	33.9	9.7	9.7	8.1	3.2	1.6	0.0	0.0	3.2	23	88.5	5	52	
VENICE	RYANAIR	S	36	0	0	0.0	8.3	58.3	5.6	19.4	8.3	0.0	0.0	0.0	0.0	0.0	19	82.4	11	34	
<b>TOTAL VENICE</b>			<b>96</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>20.4</b>	<b>42.9</b>	<b>8.2</b>	<b>13.3</b>	<b>8.2</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>22</b>	<b>86.0</b>	<b>7</b>	<b>86</b>	
VERONA VILLAFRANCA	NEOS SPA	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
VERONA VILLAFRANCA	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	0.0	2	0.0	0	0	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>28.6</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>369</b>	<b>0</b>	<b>14</b>	<b>1.8</b>	<b>17.2</b>	<b>40.2</b>	<b>14.4</b>	<b>9.4</b>	<b>9.9</b>	<b>1.6</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>3.7</b>	<b>26</b>	<b>66.0</b>	<b>15</b>	<b>323</b>	
<b>LITHUANIA</b>																					
KAUNAS	ENTER AIR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
KAUNAS	RYANAIR	S	26	0	0	15.4	11.5	53.8	3.8	7.7	0.0	3.8	3.8	0.0	0.0	0.0	25	92.3	4	26	
<b>TOTAL KAUNAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>11.1</b>	<b>51.9</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
<b>TOTAL LITHUANIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>11.1</b>	<b>51.9</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>92.3</b>	<b>4</b>	<b>26</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	C	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	39	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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>MALTA</b>	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	70.0	12	10
<b>MALTA</b>	RYANAIR	S	28	0	0	25.0	32.1	25.0	3.6	0.0	10.7	3.6	0.0	0.0	0.0	0.0	16	84.6	7	26
<b>MALTA</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	21	8
<b>TOTAL MALTA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>20.8</b>	<b>29.2</b>	<b>10.4</b>	<b>12.5</b>	<b>10.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.0</b>	<b>11</b>	<b>44</b>
<b>TOTAL MALTA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>14.6</b>	<b>20.8</b>	<b>29.2</b>	<b>10.4</b>	<b>12.5</b>	<b>10.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.0</b>	<b>11</b>	<b>44</b>
<b>MEXICO</b>																				
<b>CANCUN</b>	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	0.0	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	55	71.4	18	7
<b>TOTAL CANCUN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</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>55</b>	<b>71.4</b>	<b>18</b>	<b>7</b>
<b>TOTAL MEXICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</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>55</b>	<b>71.4</b>	<b>18</b>	<b>7</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	100.0	3	18
<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>100.0</b>	<b>3</b>	<b>18</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>100.0</b>	<b>3</b>	<b>18</b>
<b>NETHERLANDS</b>																				
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	107	0	0	0.0	22.4	42.1	15.0	5.6	12.1	0.0	2.8	0.0	0.0	0.0	24	49.0	30	96
<b>AMSTERDAM</b>	KLM	S	232	0	4	0.4	39.0	42.4	8.1	6.4	1.3	0.4	0.4	0.0	0.0	1.7	10	64.1	15	248
<b>TOTAL AMSTERDAM</b>			<b>339</b>	<b>0</b>	<b>4</b>	<b>0.3</b>	<b>33.8</b>	<b>42.3</b>	<b>10.2</b>	<b>6.1</b>	<b>4.7</b>	<b>0.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>15</b>	<b>59.9</b>	<b>19</b>	<b>344</b>
<b>TOTAL NETHERLANDS</b>			<b>339</b>	<b>0</b>	<b>4</b>	<b>0.3</b>	<b>33.8</b>	<b>42.3</b>	<b>10.2</b>	<b>6.1</b>	<b>4.7</b>	<b>0.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>15</b>	<b>59.9</b>	<b>19</b>	<b>344</b>
<b>POLAND</b>																				
<b>GDANSK</b>	RYANAIR	S	16	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	61.1	19	18
<b>TOTAL GDANSK</b>			<b>16</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>3</b>	<b>61.1</b>	<b>19</b>	<b>18</b>
<b>KATOWICE</b>	WIZZ AIR	S	18	0	0	0.0	38.9	33.3	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	72.2	21	18
<b>TOTAL KATOWICE</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>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>72.2</b>	<b>21</b>	<b>18</b>
<b>KRAKOW</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	17.6	50.0	20.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	13	70.6	23	34
<b>KRAKOW</b>	RYANAIR	S	26	0	0	23.1	34.6	38.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	4	85.7	4	28
<b>TOTAL KRAKOW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>25.0</b>	<b>45.0</b>	<b>11.7</b>	<b>6.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.4</b>	<b>15</b>	<b>62</b>
<b>POZNAN</b>	RYANAIR	S	18	0	0	0.0	27.8	61.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	5	18
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>61.1</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>0.0</b>	<b>6</b>	<b>94.4</b>	<b>5</b>	<b>18</b>
<b>RZESZOW</b>	RYANAIR	S	16	0	0	0.0	18.8	50.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	72.2	19	18
<b>TOTAL RZESZOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>50.0</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.2</b>	<b>19</b>	<b>18</b>
<b>WARSAW (CHOPIN)</b>	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	19	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>50.0</b>	<b>19</b>	<b>18</b>
<b>WARSAW (MODLIN MASOVIA)</b>	RYANAIR	S	36	0	0	19.4	38.9	25.0	2.8	8.3	2.8	2.8	0.0	0.0	0.0	0.0	11	80.6	11	36
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>38.9</b>	<b>25.0</b>	<b>2.8</b>	<b>8.3</b>	<b>2.8</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.6</b>	<b>11</b>	<b>36</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
WROCLAW	RYANAIR	S	18	0	0	5.6	33.3	33.3	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	19	77.8	9	18	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
<b>TOTAL POLAND</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>42.3</b>	<b>9.3</b>	<b>6.0</b>	<b>3.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>74.8</b>	<b>14</b>	<b>206</b>	
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	141	0	0	0.0	14.2	40.4	17.0	15.6	9.2	3.5	0.0	0.0	0.0	0.0	25	73.2	13	142	
FARO	RYANAIR	S	60	0	2	4.8	21.0	53.2	12.9	1.6	0.0	3.2	0.0	0.0	0.0	3.2	11	77.4	11	62	
FARO	TUI AIRWAYS LTD	C	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	71.4	11	7	
<b>TOTAL FARO</b>			<b>208</b>	<b>0</b>	<b>2</b>	<b>1.4</b>	<b>15.7</b>	<b>45.2</b>	<b>16.2</b>	<b>11.0</b>	<b>6.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>74.4</b>	<b>12</b>	<b>211</b>	
LISBON	EASYJET AIRLINE COMPANY LTD	S	46	0	0	0.0	13.0	52.2	15.2	13.0	2.2	4.3	0.0	0.0	0.0	0.0	22	55.8	17	43	
<b>TOTAL LISBON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>52.2</b>	<b>15.2</b>	<b>13.0</b>	<b>2.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>55.8</b>	<b>17</b>	<b>43</b>	
OPORTO (PORTUGAL)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	0.0	14.3	42.9	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	19	76.0	24	24	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.0</b>	<b>24</b>	<b>24</b>	
<b>TOTAL PORTUGAL</b>			<b>282</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>15.1</b>	<b>46.1</b>	<b>16.5</b>	<b>11.6</b>	<b>5.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>21</b>	<b>71.7</b>	<b>14</b>	<b>278</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	38.9	50.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	18	18	
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>18</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>66.7</b>	<b>18</b>	<b>18</b>	
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	RYANAIR	S	18	0	0	0.0	22.2	27.8	22.2	0.0	16.7	11.1	0.0	0.0	0.0	0.0	37	66.7	14	18	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>66.7</b>	<b>14</b>	<b>18</b>	
<b>TOTAL ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>22.2</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>66.7</b>	<b>14</b>	<b>18</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	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	100	1	
<b>TOTAL BRATISLAVA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>100</b>	<b>1</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	18	
<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>18</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>63.2</b>	<b>18</b>	<b>19</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	0.8	21.0	44.4	17.7	8.1	7.3	0.0	0.8	0.0	0.0	0.0	18	72.6	13	124	
ALICANTE	RYANAIR	S	67	0	2	2.9	23.2	26.1	11.6	14.5	14.5	2.9	0.0	1.4	0.0	2.9	36	74.3	16	70	
ALICANTE	TUI AIRWAYS LTD	C	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	0	50.0	31	8	
<b>TOTAL ALICANTE</b>			<b>199</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>21.9</b>	<b>38.8</b>	<b>14.9</b>	<b>10.0</b>	<b>9.5</b>	<b>1.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.0</b>	<b>23</b>	<b>72.3</b>	<b>15</b>	<b>202</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
ALMERIA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	25.0	25.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	29	100.0	1	8
<b>TOTAL ALMERIA</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>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>29</b>	<b>100.0</b>	<b>1</b>	<b>8</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	122	0	2	4.8	28.2	41.1	8.9	8.1	5.6	1.6	0.0	0.0	0.0	1.6	15	76.3	12	118
<b>TOTAL BARCELONA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>28.2</b>	<b>41.1</b>	<b>8.9</b>	<b>8.1</b>	<b>5.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>15</b>	<b>76.3</b>	<b>12</b>	<b>118</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	28	0	0	0.0	14.3	46.4	17.9	14.3	7.1	0.0	0.0	0.0	0.0	0.0	22	56.3	16	16
<b>TOTAL BILBAO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>46.4</b>	<b>17.9</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>22</b>	<b>56.3</b>	<b>16</b>	<b>16</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	72.2	15	18
<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>72.2</b>	<b>15</b>	<b>18</b>
GIRONA	RYANAIR	S	44	0	0	2.3	18.2	25.0	15.9	25.0	11.4	2.3	0.0	0.0	0.0	0.0	30	54.5	21	44
GIRONA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
GIRONA	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	66.7	12	3
<b>TOTAL GIRONA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>16.4</b>	<b>27.3</b>	<b>18.2</b>	<b>23.6</b>	<b>10.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>55.3</b>	<b>21</b>	<b>47</b>
IBIZA	BMI REGIONAL	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	5	0.0	0	0
IBIZA	BMI REGIONAL	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
IBIZA	BRITISH AIRWAYS PLC	S	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	67	0.0	99	4
IBIZA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	0.0	50.0	33.3	5.6	0.0	11.1	0.0	0.0	0.0	0.0	46	80.8	11	26
IBIZA	RYANAIR	S	26	0	0	0.0	42.3	38.5	11.5	0.0	0.0	0.0	0.0	7.7	0.0	0.0	51	75.0	19	28
IBIZA	THOMAS COOK AIRLINES LTD	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	4	100.0	2	4
IBIZA	TUI AIRWAYS LTD	C	13	0	0	0.0	15.4	53.8	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	17	18
IBIZA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL IBIZA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>21.7</b>	<b>46.4</b>	<b>15.9</b>	<b>5.8</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>69.1</b>	<b>19</b>	<b>81</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	62	0	1	7.9	14.3	39.7	12.7	19.0	4.8	0.0	0.0	0.0	0.0	1.6	19	80.6	10	62
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>14.3</b>	<b>39.7</b>	<b>12.7</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>1.6</b>	<b>19</b>	<b>80.6</b>	<b>10</b>	<b>62</b>
MAHON	EASYJET AIRLINE COMPANY LTD	S	20	0	0	5.0	15.0	15.0	20.0	20.0	20.0	5.0	0.0	0.0	0.0	0.0	38	61.5	22	26
MAHON	THOMAS COOK AIRLINES LTD	S	16	0	0	12.5	6.3	56.3	6.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	5	18
MAHON	TUI AIRWAYS LTD	C	11	0	0	0.0	27.3	54.5	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	11	90.9	6	11
<b>TOTAL MAHON</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>14.9</b>	<b>38.3</b>	<b>10.6</b>	<b>19.1</b>	<b>8.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>76.4</b>	<b>14</b>	<b>55</b>
MALAGA	BRITISH AIRWAYS PLC	S	8	0	0	0.0	25.0	12.5	25.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	47	25.0	82	4
MALAGA	EASYJET AIRLINE COMPANY LTD	S	131	0	2	6.0	27.1	39.1	9.8	9.0	4.5	3.0	0.0	0.0	0.0	1.5	17	78.2	11	124
MALAGA	RYANAIR	S	70	0	0	0.0	21.4	40.0	12.9	15.7	8.6	1.4	0.0	0.0	0.0	0.0	22	78.6	10	70
MALAGA	TUI AIRWAYS LTD	C	17	0	0	0.0	17.6	52.9	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	36	10

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

## Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 MALAGA</b>			<b>226</b>	<b>0</b>	<b>2</b>	<b>3.5</b>	<b>24.6</b>	<b>39.5</b>	<b>12.3</b>	<b>10.5</b>	<b>6.1</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>76.0</b>	<b>13</b>	<b>208</b>	
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	62	0	0	0.0	27.4	54.8	8.1	3.2	6.5	0.0	0.0	0.0	0.0	0.0	11	66.1	12	62	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>54.8</b>	<b>8.1</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>66.1</b>	<b>12</b>	<b>62</b>	
PALMA DE MALLORCA	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	14.3	87	7	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	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	63	0.0	60	4	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	113	0	2	0.0	20.0	35.7	12.2	17.4	7.8	1.7	3.5	0.0	0.0	1.7	31	60.2	24	128	
PALMA DE MALLORCA	RYANAIR	S	80	0	0	1.3	17.5	32.5	16.3	22.5	7.5	2.5	0.0	0.0	0.0	0.0	26	80.0	8	80	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	7.7	46.2	15.4	26.9	0.0	3.8	0.0	0.0	0.0	0.0	24	57.7	13	26	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	31	0	0	0.0	6.5	48.4	12.9	9.7	19.4	0.0	3.2	0.0	0.0	0.0	30	75.0	14	24	
<b>TOTAL PALMA DE MALLORCA</b>			<b>254</b>	<b>0</b>	<b>2</b>	<b>0.4</b>	<b>16.0</b>	<b>37.5</b>	<b>13.7</b>	<b>18.8</b>	<b>8.6</b>	<b>2.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>29</b>	<b>65.1</b>	<b>19</b>	<b>269</b>	
REUS	TUI AIRWAYS LTD	C	7	0	0	14.3	14.3	57.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	7	8	
<b>TOTAL REUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>57.1</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>100.0</b>	<b>7</b>	<b>8</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	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	59	1	
<b>TOTAL SANTIAGO DE COMPOSTELA (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>0.0</b>	<b>0</b>	<b>0.0</b>	<b>59</b>	<b>1</b>	
VALENCIA	RYANAIR	S	16	0	0	0.0	6.3	50.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>50.0</b>	<b>43.8</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>1155</b>	<b>0</b>	<b>9</b>	<b>2.7</b>	<b>20.7</b>	<b>40.0</b>	<b>13.3</b>	<b>12.7</b>	<b>7.1</b>	<b>1.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>71.2</b>	<b>15</b>	<b>1155</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	50.0	22.2	5.6	0.0	5.6	0.0	5.6	0.0	0.0	87	77.8	13	18	
ARRECIFE	RYANAIR	S	28	0	0	3.6	42.9	42.9	7.1	0.0	0.0	0.0	3.6	0.0	0.0	0.0	10	76.9	16	26	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	14	0	0	0.0	7.1	28.6	14.3	28.6	21.4	0.0	0.0	0.0	0.0	0.0	33	66.7	24	9	
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	0.0	17.6	64.7	0.0	0.0	11.8	5.9	0.0	0.0	0.0	0.0	23	62.5	29	16	
<b>TOTAL ARRECIFE</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>23.4</b>	<b>46.8</b>	<b>10.4</b>	<b>6.5</b>	<b>6.5</b>	<b>2.6</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>72.5</b>	<b>19</b>	<b>69</b>	
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	0.0	61.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	11	18	
FUERTEVENTURA	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	100.0	0	2	
FUERTEVENTURA	TUI AIRWAYS LTD	C	10	0	0	10.0	10.0	50.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	28	50.0	15	10	
<b>TOTAL FUERTEVENTURA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>3.6</b>	<b>57.1</b>	<b>21.4</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>73.3</b>	<b>12</b>	<b>30</b>	
LAS PALMAS	RYANAIR	S	16	0	0	12.5	43.8	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	28	18	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	75.0	14	8	
LAS PALMAS	TUI AIRWAYS LTD	C	18	0	0	0.0	22.2	50.0	16.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	26	50.0	19	18	
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>33.3</b>	<b>42.9</b>	<b>9.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>54.5</b>	<b>22</b>	<b>44</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	36	0	0	2.8	19.4	69.4	2.8	0.0	2.8	2.8	0.0	0.0	0.0	0.0	11	70.3	12	37	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	28	0	0	0.0	7.1	75.0	10.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	69.2	16	26	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	0.0	27.8	16.7	22.2	33.3	0.0	0.0	0.0	0.0	0.0	43	57.9	23	19	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	19	0	0	0.0	21.1	57.9	10.5	0.0	10.5	0.0	0.0	0.0	0.0	0.0	16	78.6	8	14	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>12.9</b>	<b>61.4</b>	<b>8.9</b>	<b>5.9</b>	<b>8.9</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>68.8</b>	<b>14</b>	<b>96</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>18.5</b>	<b>53.2</b>	<b>10.9</b>	<b>4.8</b>	<b>6.5</b>	<b>2.0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>67.8</b>	<b>17</b>	<b>239</b>	
GOTEBORG (LANDVETTER)	BMI REGIONAL	S	11	0	0	18.2	18.2	27.3	0.0	18.2	18.2	0.0	0.0	0.0	0.0	0.0	22	0.0	68	1	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>18.2</b>	<b>27.3</b>	<b>0.0</b>	<b>18.2</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>22</b>	<b>0.0</b>	<b>68</b>	<b>1</b>	
STOCKHOLM (ARLANDA)	EASYJET AIRLINE COMPANY LTD	S	18	0	0	16.7	44.4	27.8	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</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>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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWEDEN</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>34.5</b>	<b>27.6</b>	<b>0.0</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>0.0</b>	<b>15</b>	<b>0.0</b>	<b>68</b>	<b>1</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	11.8	41.2	23.5	2.9	11.8	8.8	0.0	0.0	0.0	0.0	0.0	14	80.6	14	36	
<b>TOTAL BALE MULHOUSE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>41.2</b>	<b>23.5</b>	<b>2.9</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>14</b>	<b>80.6</b>	<b>14</b>	<b>36</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	84	0	2	0.0	23.3	34.9	15.1	12.8	7.0	4.7	0.0	0.0	0.0	2.3	24	70.5	18	94	
<b>TOTAL GENEVA</b>			<b>84</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.3</b>	<b>34.9</b>	<b>15.1</b>	<b>12.8</b>	<b>7.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>24</b>	<b>70.5</b>	<b>18</b>	<b>94</b>	
<b>TOTAL SWITZERLAND</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>3.3</b>	<b>28.3</b>	<b>31.7</b>	<b>11.7</b>	<b>12.5</b>	<b>7.5</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>21</b>	<b>73.3</b>	<b>17</b>	<b>130</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	44.4	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</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>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</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>39</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	0.0	24	1	
ANTALYA	THOMAS COOK AIRLINES LTD	S	34	0	0	2.9	11.8	35.3	17.6	20.6	11.8	0.0	0.0	0.0	0.0	0.0	26	47.1	21	17	
ANTALYA	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>11.4</b>	<b>37.1</b>	<b>17.1</b>	<b>20.0</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>44.4</b>	<b>22</b>	<b>18</b>	
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	25	0	2	0.0	0.0	48.1	14.8	11.1	11.1	0.0	7.4	0.0	0.0	7.4	40	75.0	15	4	
BODRUM (MILAS)	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	27	1	
BODRUM (MILAS)	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	42	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>46.4</b>	<b>14.3</b>	<b>14.3</b>	<b>10.7</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>40</b>	<b>60.0</b>	<b>17</b>	<b>5</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	11.5	19.2	34.6	15.4	19.2	0.0	0.0	0.0	0.0	0.0	33	55.0	21	20	
DALAMAN	FREEBIRD AIRLINES	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	165	100.0	2	7	
DALAMAN	THOMAS COOK AIRLINES LTD	S	45	0	0	8.9	6.7	31.1	15.6	13.3	15.6	6.7	2.2	0.0	0.0	0.0	38	66.7	14	27	
DALAMAN	TUI AIRWAYS LTD	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>8.1</b>	<b>25.7</b>	<b>23.0</b>	<b>13.5</b>	<b>17.6</b>	<b>5.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>66.7</b>	<b>15</b>	<b>54</b>	
IZMIR (ADNAN MENDERES)	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 IZMIR (ADNAN MENDERES)</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TURKEY</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>4.3</b>	<b>7.2</b>	<b>32.6</b>	<b>19.6</b>	<b>15.2</b>	<b>14.5</b>	<b>2.9</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>35</b>	<b>61.0</b>	<b>17</b>	<b>77</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BMI REGIONAL	S	44	0	3	2.1	40.4	40.4	6.4	4.3	0.0	0.0	0.0	0.0	0.0	6.4	5	56.7	37	58	
<b>TOTAL ABERDEEN</b>			<b>44</b>	<b>0</b>	<b>3</b>	<b>2.1</b>	<b>40.4</b>	<b>40.4</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>0.0</b>	<b>6.4</b>	<b>5</b>	<b>56.7</b>	<b>37</b>	<b>58</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	148	0	2	0.7	34.0	30.7	8.7	12.0	10.0	2.7	0.0	0.0	0.0	1.3	21	57.3	17	150	
BELFAST INTERNATIONAL	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	100.0	0	2	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>34.0</b>	<b>30.7</b>	<b>8.7</b>	<b>12.0</b>	<b>10.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>21</b>	<b>57.9</b>	<b>17</b>	<b>152</b>	
BIRMINGHAM	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	70.0	12	10	
<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>70.0</b>	<b>12</b>	<b>10</b>	
CARDIFF WALES	BMI REGIONAL	S	6	0	0	0.0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	10	1	
CARDIFF WALES	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	31	1	
<b>TOTAL CARDIFF WALES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>33.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>50.0</b>	<b>21</b>	<b>2</b>	
CITY OF DERRY (EGLINTON)	BMI REGIONAL	S	8	0	0	25.0	12.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	0	1	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
DURHAM TEES VALLEY	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	48	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>48</b>	<b>1</b>	
EDINBURGH	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
EDINBURGH	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	134	1	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	218	0	2	4.5	30.0	35.5	14.5	9.5	3.2	1.4	0.5	0.0	0.0	0.9	15	82.4	10	222	
<b>TOTAL EDINBURGH</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>30.0</b>	<b>35.5</b>	<b>14.5</b>	<b>9.5</b>	<b>3.2</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>82.1</b>	<b>10</b>	<b>224</b>	
FARNBOROUGH	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	0	50.0	22	2	
<b>TOTAL FARNBOROUGH</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>50.0</b>	<b>22</b>	<b>2</b>	
GATWICK	BMI REGIONAL	S	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	12	0.0	0	0	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	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	522	0.0	17	1	
<b>TOTAL GATWICK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>14.3</b>	<b>28.6</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>158</b>	<b>0.0</b>	<b>17</b>	<b>1</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: BRISTOL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	177	0	0	2.3	23.2	39.0	14.7	10.7	6.8	1.1	2.3	0.0	0.0	0.0	23	56.4	22	186	
<b>TOTAL GLASGOW</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>23.2</b>	<b>39.0</b>	<b>14.7</b>	<b>10.7</b>	<b>6.8</b>	<b>1.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>56.4</b>	<b>22</b>	<b>186</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	62	0	0	6.5	62.9	22.6	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	3	82.1	10	54	
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>62.9</b>	<b>22.6</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>82.1</b>	<b>10</b>	<b>54</b>	
HAWARDEN	EASTERN AIRWAYS	C	33	0	0	6.1	54.5	24.2	0.0	12.1	0.0	3.0	0.0	0.0	0.0	0.0	10	87.5	7	48	
<b>TOTAL HAWARDEN</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>54.5</b>	<b>24.2</b>	<b>0.0</b>	<b>12.1</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>10</b>	<b>87.5</b>	<b>7</b>	<b>48</b>	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	60	0	2	1.6	14.5	46.8	17.7	16.1	0.0	0.0	0.0	0.0	0.0	3.2	13	80.6	8	62	
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>14.5</b>	<b>46.8</b>	<b>17.7</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>13</b>	<b>80.6</b>	<b>8</b>	<b>62</b>	
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	28	0	0	0.0	35.7	28.6	7.1	17.9	7.1	3.6	0.0	0.0	0.0	0.0	23	75.0	8	16	
<b>TOTAL ISLE OF MAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>28.6</b>	<b>7.1</b>	<b>17.9</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>8</b>	<b>16</b>	
JERSEY	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	389	1	
JERSEY	FLYBE LTD	S	62	0	0	8.1	38.7	43.5	4.8	1.6	3.2	0.0	0.0	0.0	0.0	0.0	5	83.9	8	62	
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	0	1	
<b>TOTAL JERSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>38.7</b>	<b>43.5</b>	<b>4.8</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>0.0</b>	<b>5</b>	<b>82.8</b>	<b>14</b>	<b>64</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	50.0	12	2	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>12</b>	<b>2</b>	
LUTON	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	10	1	
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MANCHESTER	BH AIR	C	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	113	0.0	0	0	
MANCHESTER	BMI REGIONAL	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	
MANCHESTER	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	86	0.0	174	1	
<b>TOTAL MANCHESTER</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</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>66</b>	<b>0.0</b>	<b>174</b>	<b>1</b>	
NEWCASTLE	BMI REGIONAL	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	14	0.0	0	0	
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	116	0	0	4.3	34.5	33.6	8.6	13.8	1.7	3.4	0.0	0.0	0.0	0.0	17	64.6	21	96	
<b>TOTAL NEWCASTLE</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>33.6</b>	<b>34.5</b>	<b>8.4</b>	<b>14.3</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>64.6</b>	<b>21</b>	<b>96</b>	
STANSTED	BMI REGIONAL	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	110	0.0	0	0	
<b>TOTAL STANSTED</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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>110</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>980</b>	<b>0</b>	<b>9</b>	<b>3.6</b>	<b>32.3</b>	<b>35.2</b>	<b>11.1</b>	<b>10.2</b>	<b>4.3</b>	<b>1.5</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>17</b>	<b>69.8</b>	<b>16</b>	<b>981</b>	
Unknown																					
Unknown	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	33.3	31	3	
Unknown	NEOS SPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.4	24	7	
<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>60.0</b>	<b>26</b>	<b>10</b>	



Reporting Airport: BRISTOL (Full Analysis)

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
TOTAL Unknown			0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	26	10
USA																				
SANFORD	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	57.1	439	7
TOTAL SANFORD			8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	57.1	439	7
TOTAL USA			8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	57.1	439	7
TOTAL BRISTOL			6102	0	112	3.4	23.1	38.3	12.6	11.0	7.1	1.7	0.9	0.2	0.0	1.8	22	68.9	17	5968

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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													late	late
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	5	0	0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	14	100.0	0	6		
BURGAS	THOMAS COOK AIRLINES LTD	C	2	0	0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	121	50.0	15	2		
BURGAS	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	100.0	0	5			
<b>TOTAL BURGAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</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>31</b>	<b>92.3</b>	<b>2</b>	<b>13</b>		
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</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>31</b>	<b>92.3</b>	<b>2</b>	<b>13</b>		
<b>CYPRUS</b>																					
LARNACA	THOMAS COOK AIRLINES LTD	C	8	0	0	0.0	25.0	37.5	12.5	0.0	0.0	25.0	0.0	0.0	40	75.0	6	8			
LARNACA	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	14.3	0.0	0.0	57.1	0.0	0.0	0.0	58	85.7	4	7			
<b>TOTAL LARNACA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>26.7</b>	<b>6.7</b>	<b>0.0</b>	<b>26.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>80.0</b>	<b>5</b>	<b>15</b>			
PAPHOS	TUI AIRWAYS LTD	C	9	1	0	0.0	0.0	30.0	10.0	20.0	20.0	0.0	0.0	10.0	10.0	85	88.9	4	9		
<b>TOTAL PAPHOS</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>30.0</b>	<b>10.0</b>	<b>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>10.0</b>	<b>85</b>	<b>88.9</b>	<b>4</b>	<b>9</b>		
<b>TOTAL CYPRUS</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>16.0</b>	<b>28.0</b>	<b>8.0</b>	<b>8.0</b>	<b>24.0</b>	<b>8.0</b>	<b>0.0</b>	<b>4.0</b>	<b>4.0</b>	<b>62</b>	<b>83.3</b>	<b>5</b>	<b>24</b>		
<b>FRANCE</b>																					
LYON(BRON)	AERO4M	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	8	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</b>	<b>100.0</b>	<b>8</b>	<b>1</b>			
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	85	0	1	0.0	22.1	45.3	14.0	9.3	8.1	0.0	0.0	0.0	16	75.8	20	62			
PARIS (CHARLES DE GAULLE)	MALETH AERO	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0			
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>86</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>21.8</b>	<b>46.0</b>	<b>13.8</b>	<b>9.2</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>75.8</b>	<b>20</b>	<b>62</b>		
PARIS (LE BOURGET)	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	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</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>1</b>		
<b>TOTAL FRANCE</b>			<b>86</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>21.8</b>	<b>46.0</b>	<b>13.8</b>	<b>9.2</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>75.0</b>	<b>20</b>	<b>64</b>		
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	18	0	0	16.7	16.7	50.0	0.0	11.1	5.6	0.0	0.0	0.0	13	88.5	22	26			
<b>TOTAL BERLIN (TEGEL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>50.0</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>13</b>	<b>88.5</b>	<b>22</b>	<b>26</b>			
DUSSELDORF	FLYBE LTD	S	8	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	8			
<b>TOTAL DUSSELDORF</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>1</b>	<b>100.0</b>	<b>4</b>	<b>8</b>			
MUNICH	FLYBE LTD	S	16	0	0	0.0	31.3	50.0	0.0	6.3	12.5	0.0	0.0	0.0	12	75.0	17	28			
<b>TOTAL MUNICH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>50.0</b>	<b>0.0</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>75.0</b>	<b>17</b>	<b>28</b>			
<b>TOTAL GERMANY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>23.8</b>	<b>50.0</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>10</b>	<b>83.9</b>	<b>18</b>	<b>62</b>			
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	57.1	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	7			
<b>TOTAL CORFU</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.9</b>	<b>57.1</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>1</b>	<b>100.0</b>	<b>2</b>	<b>7</b>			
HERAKLION	TUI AIRWAYS LTD	C	9	0	0	0.0	22.2	11.1	0.0	11.1	55.6	0.0	0.0	0.0	55	66.7	31	9			
<b>TOTAL HERAKLION</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>66.7</b>	<b>31</b>	<b>9</b>			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
KEFALLINIA	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	33.3	22.2	22.2	0.0	22.2	0.0	0.0	0.0	0.0	53	77.8	8	9	
<b>TOTAL KEFALLINIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>53</b>	<b>77.8</b>	<b>8</b>	<b>9</b>	
KOS	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	0	3	
<b>TOTAL KOS</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>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>30</b>	<b>100.0</b>	<b>0</b>	<b>3</b>	
RHODES	THOMAS COOK AIRLINES LTD	C	10	0	0	0.0	0.0	50.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	23	80.0	6	10	
RHODES	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	21	9	
<b>TOTAL RHODES</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.3</b>	<b>47.4</b>	<b>10.5</b>	<b>36.8</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>20</b>	<b>68.4</b>	<b>13</b>	<b>19</b>	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	12	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	14	60.0	12	10	
ZAKINTHOS	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	42.9	0.0	14.3	28.6	14.3	0.0	0.0	0.0	0.0	54	100.0	4	7	
<b>TOTAL ZAKINTHOS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.5</b>	<b>47.4</b>	<b>10.5</b>	<b>15.8</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>29</b>	<b>76.5</b>	<b>9</b>	<b>17</b>	
<b>TOTAL GREECE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.1</b>	<b>40.9</b>	<b>9.1</b>	<b>22.7</b>	<b>10.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>76.6</b>	<b>12</b>	<b>64</b>	
<b>ICELAND</b>																					
AKUREYRI	ICELANDAIR	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 AKUREYRI</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>	
KEFLAVIK	ICELANDAIR	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL KEFLAVIK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ICELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>IRISH REPUBLIC</b>																					
CORK	FLYBE LTD	S	18	0	0	11.1	33.3	22.2	0.0	16.7	5.6	5.6	5.6	0.0	0.0	0.0	35	93.8	4	16	
<b>TOTAL CORK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>16.7</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>35</b>	<b>93.8</b>	<b>4</b>	<b>16</b>	
DUBLIN	AURIGNY AIR SERVICES	C	4	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	0.0	0	0	
DUBLIN	FLYBE LTD	S	132	0	2	2.2	26.1	36.6	11.2	6.7	11.9	2.2	1.5	0.0	0.0	1.5	24	87.9	8	116	
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	5	2	
<b>TOTAL DUBLIN</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>26.8</b>	<b>35.5</b>	<b>10.9</b>	<b>6.5</b>	<b>13.0</b>	<b>2.2</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>25</b>	<b>85.2</b>	<b>8</b>	<b>118</b>	
SHANNON	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	15	2	
<b>TOTAL SHANNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>27.6</b>	<b>34.0</b>	<b>9.6</b>	<b>7.7</b>	<b>12.2</b>	<b>2.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>26</b>	<b>85.7</b>	<b>8</b>	<b>136</b>	
<b>ITALY</b>																					
MILAN (MALPENSA)	FLYBE LTD	S	24	0	0	0.0	20.8	33.3	12.5	12.5	12.5	0.0	8.3	0.0	0.0	0.0	39	72.2	12	36	
<b>TOTAL MILAN (MALPENSA)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>33.3</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>72.2</b>	<b>12</b>	<b>36</b>	
ROME (FIUMICINO)	FLYBE LTD	S	16	0	0	0.0	0.0	62.5	18.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	23	38.9	44	18	
<b>TOTAL ROME (FIUMICINO)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>62.5</b>	<b>18.8</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>38.9</b>	<b>44</b>	<b>18</b>	
VENICE	FLYBE LTD	S	16	0	0	0.0	18.8	18.8	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>18.8</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VERONA VILLAFRANCA	FLYBE LTD	S	18	0	0	5.6	27.8	16.7	16.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	31	61.1	41	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 VERONA VILAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>16.7</b>	<b>16.7</b>	<b>22.2</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>31</b>	<b>61.1</b>	<b>41</b>	<b>18</b>
<b>TOTAL ITALY NETHERLANDS</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>17.6</b>	<b>32.4</b>	<b>14.9</b>	<b>16.2</b>	<b>10.8</b>	<b>4.1</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>61.1</b>	<b>27</b>	<b>72</b>
<b>AMSTERDAM</b>	KLM	S	174	0	2	2.8	55.1	30.7	5.1	3.4	1.1	0.6	0.0	0.0	0.0	1.1	6	82.6	8	178
<b>TOTAL AMSTERDAM</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>55.1</b>	<b>30.7</b>	<b>5.1</b>	<b>3.4</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>82.6</b>	<b>8</b>	<b>178</b>
<b>TOTAL NETHERLANDS</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>55.1</b>	<b>30.7</b>	<b>5.1</b>	<b>3.4</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>82.6</b>	<b>8</b>	<b>178</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
<b>FARO</b>	FLYBE LTD	S	46	0	0	0.0	17.4	41.3	21.7	2.2	6.5	6.5	4.3	0.0	0.0	0.0	32	70.6	20	34
<b>FARO</b>	RYANAIR	S	17	0	0	0.0	35.3	52.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	18
<b>FARO</b>	TUI AIRWAYS LTD	C	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	12	100.0	3	7
<b>TOTAL FARO</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>48.6</b>	<b>16.7</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>83.1</b>	<b>13</b>	<b>59</b>
<b>TOTAL PORTUGAL</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>48.6</b>	<b>16.7</b>	<b>4.2</b>	<b>4.2</b>	<b>4.2</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>83.1</b>	<b>13</b>	<b>59</b>
<b>QATAR DOHA HAMAD</b>																				
<b>DOHA HAMAD</b>	QATAR AIRWAYS	S	42	0	2	38.6	43.2	11.4	0.0	2.3	0.0	0.0	0.0	0.0	0.0	4.5	2	0.0	0	0
<b>TOTAL DOHA HAMAD</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>38.6</b>	<b>43.2</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>0.0</b>	<b>4.5</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL QATAR</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>38.6</b>	<b>43.2</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>0.0</b>	<b>4.5</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>SPAIN ALICANTE</b>																				
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	61.1	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	72.2	11	18
<b>ALICANTE</b>	VUELING AIRLINES	S	46	0	0	0.0	10.9	37.0	30.4	13.0	6.5	2.2	0.0	0.0	0.0	0.0	24	95.7	3	46
<b>TOTAL ALICANTE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.8</b>	<b>43.8</b>	<b>28.1</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>0.0</b>	<b>22</b>	<b>89.1</b>	<b>6</b>	<b>64</b>
<b>BARCELONA</b>	VUELING AIRLINES	S	28	0	0	0.0	17.9	25.0	17.9	21.4	7.1	3.6	7.1	0.0	0.0	0.0	41	92.9	4	28
<b>TOTAL BARCELONA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.9</b>	<b>25.0</b>	<b>17.9</b>	<b>21.4</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>41</b>	<b>92.9</b>	<b>4</b>	<b>28</b>
<b>BILBAO</b>	CELLO AVIATION LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
<b>BILBAO</b>	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	2	0.0	0	0
<b>BILBAO</b>	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	10	0.0	0	0
<b>TOTAL BILBAO</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>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>IBIZA</b>	THOMAS COOK AIRLINES LTD	C	6	0	0	16.7	16.7	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	30	6
<b>IBIZA</b>	TUI AIRWAYS LTD	C	19	0	0	5.3	47.4	42.1	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0	10	92.0	3	25
<b>TOTAL IBIZA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>40.0</b>	<b>40.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.9</b>	<b>8</b>	<b>31</b>
<b>MAHON</b>	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>MAHON</b>	TUI AIRWAYS LTD	C	14	0	0	0.0	21.4	64.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	16
<b>TOTAL MAHON</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>64.3</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
<b>MALAGA</b>	TUI AIRWAYS LTD	C	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	7	93.3	4	15
<b>MALAGA</b>	VUELING AIRLINES	S	46	0	0	0.0	34.8	30.4	19.6	6.5	4.3	2.2	2.2	0.0	0.0	0.0	21	87.5	4	48
<b>TOTAL MALAGA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.4</b>	<b>37.5</b>	<b>15.6</b>	<b>6.3</b>	<b>3.1</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>88.9</b>	<b>4</b>	<b>63</b>
<b>PALMA DE MALLORCA</b>	EUROWINGS LUFTVERKEHRS	C	10	0	0	0.0	0.0	30.0	10.0	40.0	0.0	10.0	10.0	0.0	0.0	0.0	66	40.0	25	10

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	THOMAS COOK AIRLINES LTD	C	24	0	0	0.0	25.0	66.7	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	5	79.2	12	24	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	31	0	0	0.0	29.0	58.1	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	6	35	
PALMA DE MALLORCA	VUELING AIRLINES	S	38	0	0	2.6	44.7	31.6	7.9	2.6	5.3	2.6	2.6	0.0	0.0	0.0	18	86.1	7	36	
<b>TOTAL PALMA DE MALLORCA</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>31.1</b>	<b>47.6</b>	<b>5.8</b>	<b>8.7</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>80.0</b>	<b>9</b>	<b>105</b>	
REUS	THOMAS COOK AIRLINES LTD	C	7	0	0	0.0	28.6	42.9	0.0	0.0	14.3	14.3	0.0	0.0	0.0	0.0	40	50.0	10	6	
REUS	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	44.4	11.1	11.1	11.1	11.1	11.1	0.0	0.0	0.0	51	88.9	18	9	
<b>TOTAL REUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>43.8</b>	<b>6.3</b>	<b>6.3</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>73.3</b>	<b>15</b>	<b>15</b>	
VALENCIA	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	30	1	
<b>TOTAL VALENCIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
VITORIA	ALBA STAR	C	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
VITORIA	CELLO AVIATION LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0	
<b>TOTAL VITORIA</b>			<b>1</b>	<b>1</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>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>57</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>319</b>	<b>1</b>	<b>0</b>	<b>0.9</b>	<b>24.7</b>	<b>42.8</b>	<b>13.1</b>	<b>10.0</b>	<b>3.8</b>	<b>2.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>21</b>	<b>85.5</b>	<b>7</b>	<b>325</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	THOMAS COOK AIRLINES 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	12	50.0	33	8	
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	93.8	2	16	
<b>TOTAL ARRECIFE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>60.7</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>0.0</b>	<b>0.0</b>	<b>12</b>	<b>79.2</b>	<b>12</b>	<b>24</b>	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	41	100.0	0	8	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>12.5</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>41</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	0.0	10.0	60.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	90.0	15	10	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	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	12	100.0	2	8	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	18	0	0	5.6	33.3	50.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	62.5	21	16	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	7	1	0	0.0	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	5	100.0	0	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>2.2</b>	<b>22.2</b>	<b>55.6</b>	<b>8.9</b>	<b>4.4</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>11</b>	<b>83.3</b>	<b>12</b>	<b>42</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>80</b>	<b>1</b>	<b>0</b>	<b>1.2</b>	<b>14.8</b>	<b>54.3</b>	<b>13.6</b>	<b>11.1</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>15</b>	<b>83.8</b>	<b>11</b>	<b>74</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	C	3	0	0	0.0	0.0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	C	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>54.5</b>	<b>18.2</b>	<b>9.1</b>	<b>18.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	FREEBIRD AIRLINES	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	0	0	
DALAMAN	THOMAS COOK AIRLINES LTD	C	15	0	0	6.7	6.7	46.7	26.7	0.0	0.0	13.3	0.0	0.0	0.0	0.0	30	80.0	14	10	
DALAMAN	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	50.0	6.3	25.0	12.5	0.0	0.0	0.0	0.0	0.0	26	93.8	2	16	
<b>TOTAL DALAMAN</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>9.1</b>	<b>45.5</b>	<b>18.2</b>	<b>12.1</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>27</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
<b>TOTAL TURKEY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>6.8</b>	<b>47.7</b>	<b>18.2</b>	<b>11.4</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>28</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: CARDIFF WALES (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	16	0	3	0.0	31.6	31.6	5.3	10.5	5.3	0.0	0.0	0.0	0.0	15.8	13	77.3	7	22	
<b>TOTAL ABERDEEN</b>			<b>16</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>31.6</b>	<b>31.6</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>15.8</b>	<b>13</b>	<b>77.3</b>	<b>7</b>	<b>22</b>	
ANGLESEY (VALLEY)	EASTERN AIRWAYS	S	84	0	0	3.6	66.7	22.6	2.4	2.4	0.0	0.0	2.4	0.0	0.0	0.0	9	86.6	8	78	
<b>TOTAL ANGLESEY (VALLEY)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>66.7</b>	<b>22.6</b>	<b>2.4</b>	<b>2.4</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>9</b>	<b>86.6</b>	<b>8</b>	<b>78</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	100	0	0	1.0	50.0	38.0	3.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	7	95.2	4	62	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>50.0</b>	<b>38.0</b>	<b>3.0</b>	<b>2.0</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>95.2</b>	<b>4</b>	<b>62</b>	
BOURNEMOUTH	BMI REGIONAL	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	19	0.0	0	0	
<b>TOTAL BOURNEMOUTH</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	FLYBE LTD	S	114	0	2	0.0	31.0	32.8	10.3	7.8	10.3	5.2	0.9	0.0	0.0	1.7	26	78.7	16	108	
<b>TOTAL EDINBURGH</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>31.0</b>	<b>32.8</b>	<b>10.3</b>	<b>7.8</b>	<b>10.3</b>	<b>5.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>26</b>	<b>78.7</b>	<b>16</b>	<b>108</b>	
GLASGOW	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	40	1	
GLASGOW	AURIGNY AIR SERVICES	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	
GLASGOW	BH AIR	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
GLASGOW	FLYBE LTD	S	36	0	0	0.0	55.6	25.0	11.1	2.8	0.0	2.8	2.8	0.0	0.0	0.0	16	94.1	2	34	
<b>TOTAL GLASGOW</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.8</b>	<b>28.2</b>	<b>10.3</b>	<b>2.6</b>	<b>0.0</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>91.4</b>	<b>4</b>	<b>35</b>	
GUERNSEY	BLUE ISLANDS LIMITED	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	76.9	24	26	
<b>TOTAL GUERNSEY</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>36</b>	<b>76.9</b>	<b>24</b>	<b>26</b>	
JERSEY	FLYBE LTD	S	34	0	0	14.7	35.3	14.7	2.9	17.6	11.8	2.9	0.0	0.0	0.0	0.0	22	73.1	13	26	
<b>TOTAL JERSEY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>35.3</b>	<b>14.7</b>	<b>2.9</b>	<b>17.6</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>22</b>	<b>73.1</b>	<b>13</b>	<b>26</b>	
LIVERPOOL (JOHN LENNON)	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	8	2	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>2</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	95.7	3	92	
<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>95.7</b>	<b>3</b>	<b>92</b>	
NEWCASTLE	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	7	2	
NEWCASTLE	EASTERN AIRWAYS	S	61	0	1	1.6	37.1	35.5	6.5	9.7	1.6	3.2	3.2	0.0	0.0	1.6	21	83.9	6	62	
<b>TOTAL NEWCASTLE</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>37.1</b>	<b>35.5</b>	<b>6.5</b>	<b>9.7</b>	<b>1.6</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>84.4</b>	<b>6</b>	<b>64</b>	
SOUTHAMPTON	PROAIR AVIATION	C	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	0.0	0	0	
<b>TOTAL 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>	
<b>TOTAL UNITED KINGDOM</b>			<b>452</b>	<b>1</b>	<b>6</b>	<b>2.2</b>	<b>44.4</b>	<b>30.5</b>	<b>6.1</b>	<b>6.5</b>	<b>5.2</b>	<b>2.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.2</b>	<b>1.3</b>	<b>16</b>	<b>85.8</b>	<b>9</b>	<b>515</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	100.0	12	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>100.0</b>	<b>12</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>12</b>	<b>1</b>	
<b>TOTAL CARDIFF WALES</b>			<b>1641</b>	<b>4</b>	<b>13</b>	<b>3.0</b>	<b>32.0</b>	<b>36.9</b>	<b>9.4</b>	<b>8.4</b>	<b>6.0</b>	<b>2.2</b>	<b>1.1</b>	<b>0.1</b>	<b>0.2</b>	<b>0.8</b>	<b>19</b>	<b>83.3</b>	<b>10</b>	<b>1613</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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>BULGARIA</b>																					
BURGAS	BH AIR	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	100.0	1	3	
BURGAS	TUI AIRWAYS LTD	C	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	3	
<b>TOTAL BURGAS</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>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>6</b>	<b>6</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	100.0	1	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>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL BULGARIA</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>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>95.8</b>	<b>2</b>	<b>24</b>	
<b>CROATIA</b>																					
DUBROVNIK	TUI AIRWAYS LTD	S	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	8	8	
<b>TOTAL DUBROVNIK</b>			<b>8</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>8</b>	
<b>TOTAL CROATIA</b>			<b>8</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>8</b>	
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	9	0	0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
<b>TOTAL LARNACA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>22.2</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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	5.6	16.7	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	88.2	7	17	
<b>TOTAL PAPHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>22.2</b>	<b>33.3</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>88.2</b>	<b>7</b>	<b>17</b>	
<b>TOTAL CYPRUS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>18.5</b>	<b>29.6</b>	<b>22.2</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>92.0</b>	<b>5</b>	<b>25</b>	
<b>FRANCE</b>																					
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	44	0	0	2.3	56.8	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.9	8	62	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>56.8</b>	<b>40.9</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>0.0</b>	<b>1</b>	<b>85.9</b>	<b>8</b>	<b>62</b>	
<b>TOTAL FRANCE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>56.8</b>	<b>40.9</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>0.0</b>	<b>1</b>	<b>85.9</b>	<b>8</b>	<b>62</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	FLYBE LTD	S	16	0	0	18.8	31.3	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.2	21	36	
<b>TOTAL BERLIN (TEGEL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.2</b>	<b>21</b>	<b>36</b>	
<b>TOTAL GERMANY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>31.3</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>72.2</b>	<b>21</b>	<b>36</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	14	0	0	14.3	28.6	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	17	
<b>TOTAL CORFU</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>28.6</b>	<b>35.7</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>17</b>	
HERAKLION	TUI AIRWAYS LTD	C	9	0	0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	6	9	
<b>TOTAL HERAKLION</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.9</b>	<b>6</b>	<b>9</b>	
KEFALLINIA	TUI AIRWAYS LTD	C	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL KEFALLINIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	TUI AIRWAYS LTD	C	9	0	0	0.0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	77.8	12	9	
RHODES	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	
<b>TOTAL RHODES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>20.0</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>0.0</b>	<b>17</b>	<b>77.8</b>	<b>12</b>	<b>9</b>	
ZAKINTHOS	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	42.9	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	30	100.0	5	7	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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													
<b>TOTAL ZAKINTHOS</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>0.0</b>	<b>28.6</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>5</b>	<b>7</b>	
<b>TOTAL GREECE</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>32.7</b>	<b>30.6</b>	<b>14.3</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>12</b>	<b>92.9</b>	<b>5</b>	<b>42</b>	
<b>IRISH REPUBLIC</b>																				
DUBLIN	FLYBE LTD	S	62	0	0	0.0	46.8	37.1	12.9	3.2	0.0	0.0	0.0	0.0	0.0	6	79.0	14	60	
<b>TOTAL DUBLIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.8</b>	<b>37.1</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>6</b>	<b>79.0</b>	<b>14</b>	<b>60</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.8</b>	<b>37.1</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>6</b>	<b>79.0</b>	<b>14</b>	<b>60</b>	
<b>ISRAEL</b>																				
TEL AVIV	AIR HAMBURG	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ISRAEL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ITALY</b>																				
NAPLES	TUI AIRWAYS LTD	C	7	0	0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL NAPLES</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LATVIA</b>																				
RIGA	WIZZ AIR	S	18	0	0	5.6	50.0	27.8	5.6	0.0	11.1	0.0	0.0	0.0	0.0	11	88.9	5	18	
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
<b>LITHUANIA</b>																				
VILNIUS	WIZZ AIR	S	16	0	0	6.3	50.0	25.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	8	28	
<b>TOTAL VILNIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>25.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>8</b>	<b>28</b>	
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>25.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>8</b>	<b>28</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	FLYBE LTD	S	62	0	0	8.1	46.8	35.5	4.8	1.6	0.0	0.0	3.2	0.0	0.0	11	82.3	12	62	
<b>TOTAL AMSTERDAM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>46.8</b>	<b>35.5</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.3</b>	<b>12</b>	<b>62</b>	
<b>TOTAL NETHERLANDS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>46.8</b>	<b>35.5</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.3</b>	<b>12</b>	<b>62</b>	
<b>POLAND</b>																				
GDANSK	WIZZ AIR	S	34	0	0	17.6	52.9	26.5	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	11	36	
<b>TOTAL GDANSK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>17.6</b>	<b>52.9</b>	<b>26.5</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>2</b>	<b>83.3</b>	<b>11</b>	<b>36</b>	
KATOWICE	WIZZ AIR	S	43	0	0	2.3	25.6	37.2	11.6	16.3	7.0	0.0	0.0	0.0	0.0	18	72.7	12	44	
<b>TOTAL KATOWICE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.6</b>	<b>37.2</b>	<b>11.6</b>	<b>16.3</b>	<b>7.0</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>12</b>	<b>44</b>	
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	16	0	0	6.3	37.5	31.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	8	66.7	14	18	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>31.3</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>8</b>	<b>66.7</b>	<b>14</b>	<b>18</b>	
POZNAN	WIZZ AIR	S	26	0	0	0.0	11.5	42.3	23.1	11.5	11.5	0.0	0.0	0.0	0.0	22	47.1	23	34	
<b>TOTAL POZNAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>42.3</b>	<b>23.1</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>47.1</b>	<b>23</b>	<b>34</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	26	0	0	7.7	53.8	34.6	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	28	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>53.8</b>	<b>34.6</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>2</b>	<b>100.0</b>	<b>2</b>	<b>28</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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>WROCLAW</b>	WIZZ AIR	S	17	0	0	5.9	47.1	29.4	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	12	26
<b>TOTAL WROCLAW</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>47.1</b>	<b>29.4</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>0.0</b>	<b>8</b>	<b>76.9</b>	<b>12</b>	<b>26</b>
<b>TOTAL POLAND</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>37.0</b>	<b>34.0</b>	<b>9.9</b>	<b>8.6</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>11</b>	<b>74.2</b>	<b>12</b>	<b>186</b>
<b>PORTUGAL(EXCLUDING FARO)</b>																				
<b>FARO</b>	FLYBE LTD	S	28	0	0	0.0	17.9	57.1	17.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	57.7	36	26
<b>FARO</b>	TUI AIRWAYS LTD	C	16	0	0	0.0	56.3	37.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	78.6	8	14
<b>TOTAL FARO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>50.0</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>0.0</b>	<b>8</b>	<b>65.0</b>	<b>26</b>	<b>40</b>
<b>TOTAL PORTUGAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.8</b>	<b>50.0</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>0.0</b>	<b>8</b>	<b>65.0</b>	<b>26</b>	<b>40</b>
<b>ROMANIA</b>																				
<b>BUCHAREST (OTOPENI)</b>	WIZZ AIR	S	28	0	0	10.7	32.1	35.7	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	12	94.4	10	18
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>32.1</b>	<b>35.7</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>94.4</b>	<b>10</b>	<b>18</b>
<b>CLUJ NAPOCA</b>	WIZZ AIR	S	16	0	0	0.0	31.3	43.8	6.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	11	72.2	19	18
<b>TOTAL CLUJ NAPOCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</b>	<b>6.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>72.2</b>	<b>19</b>	<b>18</b>
<b>TOTAL ROMANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>31.8</b>	<b>38.6</b>	<b>6.8</b>	<b>11.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>15</b>	<b>36</b>
<b>SLOVAK REPUBLIC</b>																				
<b>KOSICE</b>	WIZZ AIR	S	12	0	0	41.7	33.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	16	18
<b>TOTAL KOSICE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>33.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>16</b>	<b>18</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>41.7</b>	<b>33.3</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>83.3</b>	<b>16</b>	<b>18</b>
<b>SPAIN</b>																				
<b>ALICANTE</b>	FLYBE LTD	S	26	0	0	3.8	38.5	53.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	69.2	62	26
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	38.9	44.4	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	77.8	9	18
<b>TOTAL ALICANTE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>38.6</b>	<b>50.0</b>	<b>6.8</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>0.0</b>	<b>6</b>	<b>72.7</b>	<b>40</b>	<b>44</b>
<b>IBIZA</b>	TUI AIRWAYS LTD	C	9	0	0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	3	14
<b>TOTAL IBIZA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>55.6</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>92.9</b>	<b>3</b>	<b>14</b>
<b>MAHON</b>	TUI AIRWAYS LTD	C	16	0	0	6.3	68.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	4	16
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>68.8</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>87.5</b>	<b>4</b>	<b>16</b>
<b>MALAGA</b>	FLYBE LTD	S	26	0	0	3.8	19.2	61.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	22	27
<b>MALAGA</b>	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	50.0	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	56.3	15	16
<b>TOTAL MALAGA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>22.7</b>	<b>56.8</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>0.0</b>	<b>9</b>	<b>62.8</b>	<b>19</b>	<b>43</b>
<b>PALMA DE MALLORCA</b>	ALBA STAR	C	8	0	0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>PALMA DE MALLORCA</b>	FLYBE LTD	S	4	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
<b>PALMA DE MALLORCA</b>	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	100.0	0	2
<b>PALMA DE MALLORCA</b>	TUI AIRWAYS LTD	C	24	0	0	0.0	37.5	41.7	4.2	8.3	8.3	0.0	0.0	0.0	0.0	0.0	11	84.1	6	44
<b>TOTAL PALMA DE MALLORCA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>38.9</b>	<b>33.3</b>	<b>2.8</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>12</b>	<b>84.8</b>	<b>6</b>	<b>46</b>
<b>REUS</b>	TUI AIRWAYS LTD	C	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	7

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: DONCASTER SHEFFIELD (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 REUS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>100.0</b>	<b>5</b>	<b>7</b>	
<b>TOTAL SPAIN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>39.1</b>	<b>43.6</b>	<b>5.8</b>	<b>3.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.6</b>	<b>18</b>	<b>170</b>	
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	TUI AIRWAYS LTD	C	18	0	0	5.6	33.3	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	81.3	10	16	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</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>8</b>	<b>81.3</b>	<b>10</b>	<b>16</b>	
LAS PALMAS	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	2	100.0	0	8	
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>100.0</b>	<b>0</b>	<b>8</b>	
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	5	7	
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	13	80.0	13	10	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</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>10</b>	<b>82.4</b>	<b>10</b>	<b>17</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>31.8</b>	<b>38.6</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>0.0</b>	<b>8</b>	<b>85.4</b>	<b>8</b>	<b>41</b>	
<b>TURKEY</b>																				
ANTALYA	FREEBIRD AIRLINES	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	11	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>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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	FREEBIRD AIRLINES	C	7	0	0	28.6	14.3	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	13	100.0	2	7	
DALAMAN	TUI AIRWAYS LTD	C	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>20.0</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>10</b>	<b>100.0</b>	<b>2</b>	<b>7</b>	
<b>TOTAL TURKEY</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>15.4</b>	<b>38.5</b>	<b>15.4</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>100.0</b>	<b>2</b>	<b>7</b>	
<b>UNITED KINGDOM</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	39	3	
<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</b>	<b>0.0</b>	<b>39</b>	<b>3</b>	
EAST MIDLANDS INTERNATIONAL	BH AIR	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	100.0	10	1	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
JERSEY	FLYBE LTD	S	62	0	0	6.5	48.4	41.9	1.6	0.0	0.0	0.0	1.6	0.0	0.0	6	85.5	12	59	
<b>TOTAL JERSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>48.4</b>	<b>41.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.5</b>	<b>12</b>	<b>59</b>	
NEWQUAY	FLYBE 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	2	66.7	51	6	
<b>TOTAL NEWQUAY</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>2</b>	<b>66.7</b>	<b>51</b>	<b>6</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>46.5</b>	<b>43.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>80.6</b>	<b>16</b>	<b>69</b>	
<b>TOTAL DONCASTER</b>			<b>866</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>39.1</b>	<b>38.2</b>	<b>8.5</b>	<b>4.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.2</b>	<b>13</b>	<b>932</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: DURHAM TEES VALLEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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					
<b>FRANCE</b>																					
MARSEILLE	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	35	0.0	0	0	
<b>TOTAL MARSEILLE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	64	1	
TARBES-LOURDES INTERNATIONAL	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1	
TARBES-LOURDES INTERNATIONAL	TRANSAVIA	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 TARBES-LOURDES INTERNATIONAL</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>30</b>	<b>50.0</b>	<b>38</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>50.0</b>	<b>38</b>	<b>2</b>	
<b>IRISH REPUBLIC</b>																					
CORK	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	7	1	
<b>TOTAL CORK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
<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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
<b>ITALY</b>																					
VERONA VILLAFRANCA	AIR HORIZONT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>	
<b>TOTAL ITALY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>61</b>	<b>1</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	S	157	0	5	0.6	49.4	32.7	6.2	6.2	1.2	0.6	0.0	0.0	0.0	3.1	8	81.0	9	166	
<b>TOTAL AMSTERDAM</b>			<b>157</b>	<b>0</b>	<b>5</b>	<b>0.6</b>	<b>49.4</b>	<b>32.7</b>	<b>6.2</b>	<b>6.2</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>8</b>	<b>81.0</b>	<b>9</b>	<b>166</b>	
<b>TOTAL NETHERLANDS</b>			<b>157</b>	<b>0</b>	<b>5</b>	<b>0.6</b>	<b>49.4</b>	<b>32.7</b>	<b>6.2</b>	<b>6.2</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>8</b>	<b>81.0</b>	<b>9</b>	<b>166</b>	
<b>SWITZERLAND</b>																					
ZURICH	SWISS 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	19	1	
<b>TOTAL ZURICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>19</b>	<b>1</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>0.0</b>	<b>0</b>	<b>0.0</b>	<b>19</b>	<b>1</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	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	83.9	14	118	
ABERDEEN	FLYBE LTD	S	124	0	6	1.5	28.5	40.8	11.5	3.8	4.6	3.8	0.8	0.0	0.0	4.6	18	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>126</b>	<b>0</b>	<b>6</b>	<b>1.5</b>	<b>28.8</b>	<b>40.9</b>	<b>11.4</b>	<b>3.8</b>	<b>4.5</b>	<b>3.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>18</b>	<b>83.9</b>	<b>14</b>	<b>118</b>	
BIGGIN HILL	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 BIGGIN HILL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
BIRMINGHAM	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	18	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>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	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	62	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>0.0</b>	<b>62</b>	<b>1</b>	

Reporting Airport: DURHAM TEES VALLEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
CAMBRIDGE	EASTERN AIRWAYS	C	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL CAMBRIDGE</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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
HUMBERSIDE	EASTERN AIRWAYS	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	87.5	5	8
HUMBERSIDE	FLYBE LTD	S	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	4	0.0	0	0
<b>TOTAL HUMBERSIDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.5</b>	<b>5</b>	<b>8</b>
JERSEY	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	10	75.0	23	4
<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>10</b>	<b>75.0</b>	<b>23</b>	<b>4</b>
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	15	0.0	0	0
LEEDS BRADFORD	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 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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</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	0.0	31	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>0.0</b>	<b>31</b>	<b>2</b>
SOUTHAMPTON	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	50.0	28	2
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>28</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>145</b>	<b>0</b>	<b>6</b>	<b>4.6</b>	<b>27.2</b>	<b>40.4</b>	<b>11.3</b>	<b>4.6</b>	<b>4.0</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>17</b>	<b>81.1</b>	<b>15</b>	<b>136</b>
<b>TOTAL DURHAM TEES</b>			<b>305</b>	<b>0</b>	<b>11</b>	<b>2.5</b>	<b>38.3</b>	<b>36.1</b>	<b>8.9</b>	<b>6.0</b>	<b>2.5</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>12</b>	<b>80.4</b>	<b>12</b>	<b>307</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	90	0	0	3.3	55.6	16.7	5.6	11.1	6.7	1.1	0.0	0.0	0.0	0.0	14	76.1	16	88	
<b>TOTAL BRUSSELS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>55.6</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>6.7</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>76.1</b>	<b>16</b>	<b>88</b>	
<b>TOTAL BELGIUM</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>55.6</b>	<b>16.7</b>	<b>5.6</b>	<b>11.1</b>	<b>6.7</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>76.1</b>	<b>16</b>	<b>88</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	7	0	0	14.3	28.6	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	5		
BURGAS	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	3		
BURGAS	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	24	100.0	3	3		
<b>TOTAL BURGAS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>35.7</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>12</b>	<b>100.0</b>	<b>2</b>	<b>11</b>		
SOFIA	BH AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1		
<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</b>	<b>100.0</b>	<b>5</b>	<b>1</b>		
<b>TOTAL BULGARIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>28.6</b>	<b>35.7</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>12</b>	<b>100.0</b>	<b>2</b>	<b>12</b>		
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	18	0	0	22.2	38.9	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	3	18		
DUBROVNIK	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
DUBROVNIK	TUI AIRWAYS LTD	S	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	34	0.0	0	0		
<b>TOTAL DUBROVNIK</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>25.9</b>	<b>40.7</b>	<b>11.1</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>10</b>	<b>94.4</b>	<b>3</b>	<b>18</b>		
PULA	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	19	100.0	0	3		
<b>TOTAL PULA</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>19</b>	<b>100.0</b>	<b>0</b>	<b>3</b>		
SPLIT	JET2.COM LTD	S	10	0	0	0.0	30.0	50.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	15	100.0	3	8		
<b>TOTAL SPLIT</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>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>3</b>	<b>8</b>		
<b>TOTAL CROATIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>25.0</b>	<b>45.0</b>	<b>10.0</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>12</b>	<b>96.6</b>	<b>3</b>	<b>29</b>		
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	19	0	0	10.5	36.8	36.8	5.3	5.3	5.3	0.0	0.0	0.0	0.0	11	70.6	10	17		
LARNACA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	37.5	0.0	50.0	0.0	0.0	0.0	0.0	0.0	24	88.9	5	9		
LARNACA	TUI AIRWAYS LTD	C	7	0	0	14.3	14.3	14.3	0.0	0.0	57.1	0.0	0.0	0.0	0.0	48	50.0	26	8		
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>26.5</b>	<b>32.4</b>	<b>2.9</b>	<b>14.7</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>70.6</b>	<b>12</b>	<b>34</b>		
PAPHOS	JET2.COM LTD	S	18	0	0	27.8	22.2	16.7	16.7	5.6	11.1	0.0	0.0	0.0	0.0	16	78.9	7	19		
PAPHOS	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	38.9	5.6	16.7	5.6	5.6	11.1	0.0	0.0	54	88.2	7	17		
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	38.9	27.8	5.6	0.0	0.0	0.0	0.0	0.0	11	66.7	10	18		
<b>TOTAL PAPHOS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>22.2</b>	<b>31.5</b>	<b>16.7</b>	<b>9.3</b>	<b>5.6</b>	<b>1.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>77.8</b>	<b>8</b>	<b>54</b>		
<b>TOTAL CYPRUS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>23.9</b>	<b>31.8</b>	<b>11.4</b>	<b>11.4</b>	<b>9.1</b>	<b>1.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>75.0</b>	<b>10</b>	<b>88</b>		
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	16	0	0	0.0	56.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	3	18		
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.4</b>	<b>3</b>	<b>18</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>56.3</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>94.4</b>	<b>3</b>	<b>18</b>		
<b>FRANCE</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
BERGERAC	RYANAIR	S	18	0	0	16.7	33.3	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.3	12	18	
<b>TOTAL BERGERAC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>83.3</b>	<b>12</b>	<b>18</b>	
CARCASSONNE	RYANAIR	S	16	0	0	0.0	12.5	37.5	25.0	18.8	6.3	0.0	0.0	0.0	0.0	0.0	19	89.3	4	28	
<b>TOTAL CARCASSONNE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</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>19</b>	<b>89.3</b>	<b>4</b>	<b>28</b>	
DINARD	RYANAIR	S	26	0	2	0.0	17.9	50.0	14.3	7.1	0.0	0.0	3.6	0.0	0.0	7.1	20	100.0	1	34	
<b>TOTAL DINARD</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.9</b>	<b>50.0</b>	<b>14.3</b>	<b>7.1</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>100.0</b>	<b>1</b>	<b>34</b>	
LIMOGES	RYANAIR	S	26	0	2	0.0	21.4	46.4	10.7	10.7	3.6	0.0	0.0	0.0	0.0	7.1	13	73.1	9	26	
<b>TOTAL LIMOGES</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.4</b>	<b>46.4</b>	<b>10.7</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>13</b>	<b>73.1</b>	<b>9</b>	<b>26</b>	
NANTES	DUCAIR	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 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	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	
NICE	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	31	0.0	0	0	
<b>TOTAL NICE</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL FRANCE</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>3.3</b>	<b>21.7</b>	<b>43.5</b>	<b>14.1</b>	<b>9.8</b>	<b>2.2</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>14</b>	<b>87.9</b>	<b>6</b>	<b>107</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	26	0	0	3.8	38.5	42.3	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.9	3	28	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>42.3</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>92.9</b>	<b>3</b>	<b>28</b>	
NUREMBERG	FAI FLIGHT- AMBULANCE SERVICE	S	0	0	0	0.0	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 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</b>	<b>0.0</b>	<b>30</b>	<b>1</b>	
RAMSTEIN	FAI FLIGHT- AMBULANCE SERVICE	S	0	0	0	0.0	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 RAMSTEIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 GERMANY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>42.3</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.0</b>	<b>4</b>	<b>30</b>	
<b>GREECE</b>																					
ATHENS	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL ATHENS</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CHANIA	RYANAIR	S	8	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	46	87.5	4	8	
CHANIA	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	22	1	
<b>TOTAL CHANIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>77.8</b>	<b>6</b>	<b>9</b>	
CORFU	JET2.COM LTD	S	14	0	0	7.1	42.9	42.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	6	6	
CORFU	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	0.0	16	93.3	4	15	
CORFU	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	22.2	22.2	27.8	11.1	0.0	0.0	0.0	0.0	0.0	27	88.9	6	18	
CORFU	TUI AIRWAYS LTD	C	12	0	0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	12	
<b>TOTAL CORFU</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>25.8</b>	<b>38.7</b>	<b>14.5</b>	<b>16.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>94.1</b>	<b>4</b>	<b>51</b>	
HERAKLION	JET2.COM LTD	S	16	0	0	25.0	25.0	18.8	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	11	94.4	2	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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	
HERAKLION	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	1	87.5	8	8	
HERAKLION	TUI AIRWAYS LTD	C	12	0	0	0.0	8.3	50.0	8.3	33.3	0.0	0.0	0.0	0.0	0.0	21	90.9	7	11	
<b>TOTAL HERAKLION</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>17.2</b>	<b>34.5</b>	<b>10.3</b>	<b>24.1</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>91.9</b>	<b>5</b>	<b>37</b>	
KAVALA	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	6	100.0	0	2	
<b>TOTAL KAVALA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
KEFALLINIA	JET2.COM LTD	S	7	0	0	14.3	14.3	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	83.3	24	6	
KEFALLINIA	TUI AIRWAYS LTD	C	7	0	0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	7	
<b>TOTAL KEFALLINIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>42.9</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>92.3</b>	<b>12</b>	<b>13</b>	
KOS	JET2.COM LTD	S	8	0	0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	5	8	
KOS	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	43.8	18.8	12.5	6.3	0.0	0.0	0.0	0.0	19	73.3	27	15	
<b>TOTAL KOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>25.0</b>	<b>37.5</b>	<b>20.8</b>	<b>8.3</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>78.3</b>	<b>19</b>	<b>23</b>	
RHODES	JET2.COM LTD	S	18	0	0	11.1	50.0	16.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	94.4	2	18	
RHODES	RYANAIR	S	8	0	0	0.0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	38	50.0	27	8	
RHODES	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	60.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	15	55.6	21	9	
RHODES	TUI AIRWAYS LTD	C	20	0	0	0.0	15.0	30.0	25.0	10.0	10.0	0.0	10.0	0.0	0.0	38	68.8	13	16	
<b>TOTAL RHODES</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>23.2</b>	<b>32.1</b>	<b>19.6</b>	<b>10.7</b>	<b>5.4</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>72.5</b>	<b>13</b>	<b>51</b>	
SALONIKA	JET2.COM LTD	S	10	0	0	10.0	20.0	40.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	15	2	
SALONIKA	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	42.9	14.3	0.0	28.6	0.0	0.0	0.0	0.0	27	100.0	2	9	
<b>TOTAL SALONIKA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>41.2</b>	<b>23.5</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>90.9</b>	<b>5</b>	<b>11</b>	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	4	1	0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	0.0	15	100.0	3	5	
<b>TOTAL SKIATHOS</b>			<b>4</b>	<b>1</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>3</b>	<b>5</b>	
ZAKINTHOS	JET2.COM LTD	S	16	0	0	0.0	31.3	25.0	6.3	12.5	12.5	12.5	0.0	0.0	0.0	39	60.0	77	10	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	26	0	0	3.8	30.8	42.3	15.4	7.7	0.0	0.0	0.0	0.0	0.0	9	60.0	17	25	
ZAKINTHOS	TUI AIRWAYS LTD	C	23	0	0	4.3	39.1	39.1	13.0	0.0	4.3	0.0	0.0	0.0	0.0	8	88.0	7	25	
<b>TOTAL ZAKINTHOS</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>33.8</b>	<b>36.9</b>	<b>12.3</b>	<b>6.2</b>	<b>4.6</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>71.7</b>	<b>23</b>	<b>60</b>	
<b>TOTAL GREECE</b>			<b>282</b>	<b>1</b>	<b>0</b>	<b>4.6</b>	<b>25.1</b>	<b>36.0</b>	<b>15.9</b>	<b>11.7</b>	<b>4.6</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>17</b>	<b>82.4</b>	<b>12</b>	<b>262</b>
<b>HUNGARY</b>																				
BUDAPEST	JET2.COM LTD	S	16	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.2	16	18	
BUDAPEST	RYANAIR	S	27	0	0	3.7	7.4	55.6	29.6	3.7	0.0	0.0	0.0	0.0	0.0	12	75.0	9	28	
<b>TOTAL BUDAPEST</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>23.3</b>	<b>48.8</b>	<b>18.6</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>9</b>	<b>73.9</b>	<b>12</b>	<b>46</b>	
<b>TOTAL HUNGARY</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>23.3</b>	<b>48.8</b>	<b>18.6</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>9</b>	<b>73.9</b>	<b>12</b>	<b>46</b>	
<b>ICELAND</b>																				
KEFLAVIK	FAI FLIGHT- AMBULANCE SERVICE	S	0	0	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 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</b>	<b>100.0</b>	<b>10</b>	<b>1</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</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
<b>IRISH REPUBLIC</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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	RYANAIR	S	118	0	0	2.5	30.5	40.7	11.9	6.8	5.9	0.8	0.8	0.0	0.0	0.0	16	87.1	5	116
<b>TOTAL DUBLIN</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>30.5</b>	<b>40.7</b>	<b>11.9</b>	<b>6.8</b>	<b>5.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.1</b>	<b>5</b>	<b>116</b>
IRELAND WEST(KNOCK)	RYANAIR	S	44	0	0	0.0	15.9	45.5	29.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	15	68.2	14	44
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.9</b>	<b>45.5</b>	<b>29.5</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>68.2</b>	<b>14</b>	<b>44</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>26.5</b>	<b>42.0</b>	<b>16.7</b>	<b>6.2</b>	<b>5.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>81.9</b>	<b>8</b>	<b>160</b>
<b>ITALY</b>																				
BERGAMO	RYANAIR	S	26	0	1	0.0	7.4	25.9	14.8	37.0	0.0	7.4	0.0	3.7	0.0	3.7	45	74.1	13	27
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>7.4</b>	<b>25.9</b>	<b>14.8</b>	<b>37.0</b>	<b>0.0</b>	<b>7.4</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>45</b>	<b>74.1</b>	<b>13</b>	<b>27</b>
CAGLIARI (ELMAS)	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	23	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>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>
NAPLES	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	22	0.0	0	0
NAPLES	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	80.0	6	10
NAPLES	RYANAIR	S	28	0	0	3.6	3.6	25.0	25.0	21.4	21.4	0.0	0.0	0.0	0.0	0.0	36	53.8	19	26
NAPLES	TUI AIRWAYS LTD	C	14	0	0	7.1	35.7	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	14	61.1	14	18
<b>TOTAL NAPLES</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>14.0</b>	<b>30.2</b>	<b>18.6</b>	<b>14.0</b>	<b>18.6</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>61.1</b>	<b>15</b>	<b>54</b>
PISA	JET2.COM LTD	S	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	5	8
PISA	RYANAIR	S	18	0	0	0.0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	25	83.3	9	18
<b>TOTAL PISA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>26.9</b>	<b>38.5</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>0.0</b>	<b>17</b>	<b>84.6</b>	<b>7</b>	<b>26</b>
ROME (CIAMPINO)	RYANAIR	S	28	0	0	0.0	35.7	28.6	17.9	17.9	0.0	0.0	0.0	0.0	0.0	0.0	11	96.2	9	26
<b>TOTAL ROME (CIAMPINO)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>28.6</b>	<b>17.9</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>96.2</b>	<b>9</b>	<b>26</b>
TREVISO	RYANAIR	S	24	0	0	0.0	8.3	16.7	25.0	20.8	20.8	8.3	0.0	0.0	0.0	0.0	42	77.8	10	36
<b>TOTAL TREVISO</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>25.0</b>	<b>20.8</b>	<b>20.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>77.8</b>	<b>10</b>	<b>36</b>
VERONA VILLAFRANCA	JET2.COM LTD	S	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	7	6
VERONA VILLAFRANCA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
<b>TOTAL VERONA VILLAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>62.5</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>0.0</b>	<b>0</b>	<b>71.4</b>	<b>9</b>	<b>7</b>
<b>TOTAL ITALY</b>			<b>156</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>20.4</b>	<b>28.7</b>	<b>17.8</b>	<b>17.8</b>	<b>9.6</b>	<b>2.5</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>27</b>	<b>75.6</b>	<b>11</b>	<b>176</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	26	0	0	0.0	34.6	46.2	15.4	0.0	0.0	0.0	0.0	3.8	0.0	0.0	22	96.4	3	28
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>46.2</b>	<b>15.4</b>	<b>0.0</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>22</b>	<b>96.4</b>	<b>3</b>	<b>28</b>
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>46.2</b>	<b>15.4</b>	<b>0.0</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>22</b>	<b>96.4</b>	<b>3</b>	<b>28</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	DUCAIR	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
<b>TOTAL LUXEMBOURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LUXEMBOURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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													late
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	10	0	0	0.0	60.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	8	87.5	4	8	
MALTA	RYANAIR	S	26	0	0	0.0	15.4	53.8	15.4	11.5	3.8	0.0	0.0	0.0	14	92.9	3	28		
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>47.2</b>	<b>11.1</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>91.7</b>	<b>3</b>	<b>36</b>		
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>47.2</b>	<b>11.1</b>	<b>11.1</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>91.7</b>	<b>3</b>	<b>36</b>		
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	7	0	0	14.3	14.3	42.9	28.6	0.0	0.0	0.0	0.0	0.0	8	85.7	8	7		
<b>TOTAL CANCUN</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>8</b>	<b>85.7</b>	<b>8</b>	<b>7</b>		
<b>TOTAL MEXICO</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>8</b>	<b>85.7</b>	<b>8</b>	<b>7</b>		
<b>NETHERLANDS</b>																				
AMSTERDAM	FLYBE LTD	S	60	0	2	1.6	51.6	38.7	1.6	1.6	0.0	1.6	0.0	0.0	3.2	5	90.3	5	62	
AMSTERDAM	KLM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1		
<b>TOTAL AMSTERDAM</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>51.6</b>	<b>38.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>5</b>	<b>88.9</b>	<b>5</b>	<b>63</b>	
<b>TOTAL NETHERLANDS</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>51.6</b>	<b>38.7</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>5</b>	<b>88.9</b>	<b>5</b>	<b>63</b>	
<b>POLAND</b>																				
KRAKOW	RYANAIR	S	26	0	0	3.8	34.6	42.3	3.8	7.7	3.8	3.8	0.0	0.0	0.0	15	85.7	7	28	
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>42.3</b>	<b>3.8</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>7</b>	<b>28</b>	
LODZ LUBLINEK	RYANAIR	S	18	0	0	11.1	22.2	22.2	16.7	22.2	5.6	0.0	0.0	0.0	0.0	19	100.0	2	18	
<b>TOTAL LODZ LUBLINEK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>22.2</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>19</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
RZESZOW	RYANAIR	S	28	0	0	0.0	10.7	35.7	39.3	14.3	0.0	0.0	0.0	0.0	0.0	16	84.6	8	26	
<b>TOTAL RZESZOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</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>0.0</b>	<b>0.0</b>	<b>16</b>	<b>84.6</b>	<b>8</b>	<b>26</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	28	0	0	0.0	14.3	28.6	17.9	14.3	10.7	7.1	7.1	0.0	0.0	52	76.9	12	26	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>28.6</b>	<b>17.9</b>	<b>14.3</b>	<b>10.7</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>76.9</b>	<b>12</b>	<b>26</b>	
WROCLAW	RYANAIR	S	44	0	0	0.0	25.0	40.9	13.6	15.9	2.3	2.3	0.0	0.0	0.0	17	95.5	3	44	
<b>TOTAL WROCLAW</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>40.9</b>	<b>13.6</b>	<b>15.9</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>95.5</b>	<b>3</b>	<b>44</b>	
<b>TOTAL POLAND</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>21.5</b>	<b>35.4</b>	<b>18.1</b>	<b>14.6</b>	<b>4.2</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>88.7</b>	<b>6</b>	<b>142</b>	
<b>PORTUGAL(EXCLUDING</b>																				
FARO	JET2.COM LTD	S	56	0	0	3.6	30.4	44.6	10.7	7.1	3.6	0.0	0.0	0.0	0.0	10	86.8	6	53	
FARO	RYANAIR	S	115	0	0	0.0	10.4	60.0	20.9	6.1	1.7	0.0	0.0	0.9	0.0	17	74.6	13	114	
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	71.4	10	7		
<b>TOTAL FARO</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>17.0</b>	<b>55.0</b>	<b>17.5</b>	<b>6.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>15</b>	<b>78.2</b>	<b>11</b>	<b>174</b>	
<b>TOTAL PORTUGAL</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>17.0</b>	<b>55.0</b>	<b>17.5</b>	<b>6.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>15</b>	<b>78.2</b>	<b>11</b>	<b>174</b>	
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	10	
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	3	90.0	3	10	
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>68.8</b>	<b>31.3</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>95.0</b>	<b>2</b>	<b>20</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
							68.8	31.3	0.0	0.0	0.0	0.0	0.0	0.0							0.0
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>68.8</b>	<b>31.3</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>95.0</b>	<b>2</b>	<b>20</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	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	32	0.0	0	0	
BRATISLAVA	SMARTWINGS	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL BRATISLAVA</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>	
<b>TOTAL SLOVAK REPUBLIC</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>	
<b>SPAIN</b>																					
ALICANTE	FAI FLIGHT- AMBULANCE SERVICE	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	98	0.0	0	0	
ALICANTE	JET2.COM LTD	S	76	0	0	9.2	50.0	35.5	1.3	1.3	1.3	0.0	1.3	0.0	0.0	0.0	8	83.6	7	73	
ALICANTE	RYANAIR	S	149	0	0	1.3	21.5	55.7	6.7	6.7	5.4	1.3	0.7	0.7	0.0	0.0	19	80.8	10	151	
ALICANTE	TUI AIRWAYS LTD	C	18	0	0	0.0	16.7	44.4	11.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	17	83.3	9	18	
<b>TOTAL ALICANTE</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>29.9</b>	<b>48.4</b>	<b>5.3</b>	<b>6.6</b>	<b>4.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.8</b>	<b>9</b>	<b>242</b>	
ALMERIA	JET2.COM LTD	S	16	0	0	6.3	56.3	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	10	
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>56.3</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
BARCELONA	RYANAIR	S	60	0	2	0.0	4.8	32.3	17.7	33.9	4.8	1.6	1.6	0.0	0.0	3.2	32	75.8	9	62	
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.8</b>	<b>32.3</b>	<b>17.7</b>	<b>33.9</b>	<b>4.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>32</b>	<b>75.8</b>	<b>9</b>	<b>62</b>	
GIRONA	JET2.COM LTD	S	15	0	0	20.0	13.3	26.7	0.0	26.7	6.7	6.7	0.0	0.0	0.0	0.0	27	88.9	4	18	
GIRONA	RYANAIR	S	18	0	0	0.0	0.0	16.7	22.2	16.7	16.7	11.1	16.7	0.0	0.0	0.0	79	33.3	30	18	
<b>TOTAL GIRONA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>6.1</b>	<b>21.2</b>	<b>12.1</b>	<b>21.2</b>	<b>12.1</b>	<b>9.1</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>56</b>	<b>61.1</b>	<b>17</b>	<b>36</b>	
IBIZA	JET2.COM LTD	S	32	0	0	3.1	37.5	31.3	18.8	3.1	0.0	6.3	0.0	0.0	0.0	0.0	15	85.3	7	34	
IBIZA	RYANAIR	S	18	0	0	11.1	22.2	38.9	11.1	5.6	0.0	5.6	5.6	0.0	0.0	0.0	29	88.9	5	18	
IBIZA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	55.6	27.8	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	13	82.4	9	17	
IBIZA	TUI AIRWAYS LTD	C	16	0	0	0.0	31.3	43.8	18.8	0.0	6.3	0.0	0.0	0.0	0.0	0.0	11	87.0	7	23	
<b>TOTAL IBIZA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>36.9</b>	<b>34.5</b>	<b>14.3</b>	<b>2.4</b>	<b>1.2</b>	<b>3.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.9</b>	<b>7</b>	<b>92</b>	
MAHON	JET2.COM LTD	S	18	0	0	11.1	55.6	27.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.0	5	20	
MAHON	RYANAIR	S	16	0	0	12.5	18.8	50.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	8	18	
MAHON	THOMAS COOK AIRLINES LTD	S	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	18	100.0	3	16	
MAHON	TUI AIRWAYS LTD	C	16	0	0	0.0	37.5	56.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	16	
<b>TOTAL MAHON</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>32.8</b>	<b>43.8</b>	<b>9.4</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.9</b>	<b>4</b>	<b>70</b>	
MALAGA	JET2.COM LTD	S	54	0	0	5.6	42.6	40.7	5.6	1.9	1.9	0.0	1.9	0.0	0.0	0.0	9	84.5	7	58	
MALAGA	RYANAIR	S	116	0	0	1.7	10.3	61.2	14.7	6.0	5.2	0.0	0.9	0.0	0.0	0.0	15	88.6	5	114	
MALAGA	TUI AIRWAYS LTD	C	18	0	0	0.0	27.8	61.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	34	16	
<b>TOTAL MALAGA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>21.3</b>	<b>55.3</b>	<b>11.2</b>	<b>4.8</b>	<b>3.7</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.0</b>	<b>8</b>	<b>188</b>	
MURCIA SAN JAVIER	RYANAIR	S	62	0	0	0.0	22.6	62.9	8.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	82.3	9	62	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.6</b>	<b>62.9</b>	<b>8.1</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>0.0</b>	<b>9</b>	<b>82.3</b>	<b>9</b>	<b>62</b>	
PALMA DE MALLORCA	AIR EUROPA	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	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	70	0	0	2.9	40.0	37.1	11.4	2.9	2.9	2.9	0.0	0.0	0.0	0.0	11	80.3	10	71	
PALMA DE MALLORCA	RYANAIR	S	121	0	2	4.9	28.5	47.2	7.3	6.5	4.1	0.0	0.0	0.0	0.0	1.6	11	83.1	7	124	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	35	0	0	0.0	31.4	40.0	11.4	8.6	5.7	0.0	2.9	0.0	0.0	0.0	19	75.7	11	37	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	23	0	0	0.0	34.8	47.8	8.7	4.3	0.0	0.0	4.3	0.0	0.0	0.0	15	77.6	11	49	
<b>TOTAL PALMA DE MALLORCA</b>			<b>251</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>32.8</b>	<b>43.1</b>	<b>9.5</b>	<b>5.5</b>	<b>3.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>80.4</b>	<b>9</b>	<b>281</b>	
REUS	JET2.COM LTD	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	7	77.8	8	18	
REUS	RYANAIR	S	16	0	0	0.0	12.5	37.5	0.0	43.8	0.0	0.0	6.3	0.0	0.0	0.0	34	83.3	8	18	
<b>TOTAL REUS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>22.2</b>	<b>44.4</b>	<b>5.6</b>	<b>22.2</b>	<b>0.0</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>80.6</b>	<b>8</b>	<b>36</b>	
SEVILLE	RYANAIR	S	20	0	0	0.0	35.0	20.0	20.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.0</b>	<b>20.0</b>	<b>20.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	RYANAIR	S	36	0	0	5.6	33.3	36.1	11.1	2.8	2.8	2.8	5.6	0.0	0.0	0.0	25	86.8	7	38	
<b>TOTAL VALENCIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>36.1</b>	<b>11.1</b>	<b>2.8</b>	<b>2.8</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>86.8</b>	<b>7</b>	<b>38</b>	
<b>TOTAL SPAIN</b>			<b>1094</b>	<b>0</b>	<b>4</b>	<b>3.4</b>	<b>27.6</b>	<b>44.8</b>	<b>9.7</b>	<b>8.2</b>	<b>3.4</b>	<b>1.1</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>16</b>	<b>82.2</b>	<b>9</b>	<b>1117</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	28	0	0	21.4	35.7	25.0	3.6	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	91.7	5	24	
ARRECIFE	RYANAIR	S	36	0	0	5.6	22.2	58.3	8.3	0.0	2.8	0.0	2.8	0.0	0.0	0.0	13	91.2	4	34	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	5.9	23.5	23.5	23.5	23.5	0.0	0.0	0.0	0.0	0.0	37	81.3	12	16	
ARRECIFE	TUI AIRWAYS LTD	C	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	16	87.5	3	8	
<b>TOTAL ARRECIFE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>23.3</b>	<b>40.0</b>	<b>11.1</b>	<b>6.7</b>	<b>8.9</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>89.0</b>	<b>6</b>	<b>82</b>	
FUERTEVENTURA	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	27	8	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	5.6	33.3	33.3	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	18	72.2	11	18	
FUERTEVENTURA	RYANAIR	S	17	0	0	0.0	29.4	58.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	18	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	25.0	0.0	0.0	25.0	12.5	12.5	0.0	0.0	0.0	70	88.9	6	9	
FUERTEVENTURA	TUI AIRWAYS LTD	C	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	3	90.0	5	10	
<b>TOTAL FUERTEVENTURA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.2</b>	<b>45.3</b>	<b>5.7</b>	<b>1.9</b>	<b>9.4</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>85.7</b>	<b>9</b>	<b>63</b>	
LAS PALMAS	JET2.COM LTD	S	18	0	0	22.2	44.4	22.2	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	94.4	5	18	
LAS PALMAS	RYANAIR	S	18	0	0	5.6	44.4	27.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	94.4	4	18	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	50.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	8	8	
<b>TOTAL LAS PALMAS</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>37.0</b>	<b>30.4</b>	<b>17.4</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>90.9</b>	<b>5</b>	<b>44</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	36	0	0	30.6	22.2	36.1	8.3	0.0	0.0	2.8	0.0	0.0	0.0	0.0	7	89.2	7	37	
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	100.0	15	1	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	62	0	0	0.0	16.1	54.8	17.7	8.1	0.0	3.2	0.0	0.0	0.0	0.0	15	90.3	6	62	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	33.3	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	21	83.3	7	18	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	26	0	0	3.8	26.9	50.0	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	88.5	6	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>19.0</b>	<b>46.5</b>	<b>18.3</b>	<b>4.9</b>	<b>0.7</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.9</b>	<b>6</b>	<b>144</b>	
<b>TOTAL SPAIN(CANARY TURKEY)</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>24.5</b>	<b>42.3</b>	<b>14.2</b>	<b>4.5</b>	<b>4.5</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.6</b>	<b>6</b>	<b>333</b>	
ANTALYA	FREEBIRD AIRLINES	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	48	0.0	0	0	
ANTALYA	JET2.COM LTD	S	10	0	0	10.0	0.0	30.0	10.0	40.0	0.0	0.0	0.0	10.0	0.0	0.0	73	62.5	12	8	
ANTALYA	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	10.0	10.0	20.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	33	40.0	25	5	
ANTALYA	TUI AIRWAYS LTD	C	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	14	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>3.7</b>	<b>29.6</b>	<b>11.1</b>	<b>37.0</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>53.8</b>	<b>17</b>	<b>13</b>	
DALAMAN	JET2.COM LTD	S	17	0	0	11.8	17.6	29.4	5.9	23.5	11.8	0.0	0.0	0.0	0.0	0.0	22	50.0	17	10	
DALAMAN	THOMAS COOK AIRLINES LTD	S	20	0	0	0.0	15.0	30.0	25.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	35	75.0	9	8	
DALAMAN	TUI AIRWAYS LTD	C	7	0	0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	13	9	
<b>TOTAL DALAMAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>20.5</b>	<b>29.5</b>	<b>15.9</b>	<b>15.9</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>63.0</b>	<b>13</b>	<b>27</b>	
<b>TOTAL TURKEY</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>14.1</b>	<b>29.6</b>	<b>14.1</b>	<b>23.9</b>	<b>8.5</b>	<b>2.8</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>60.0</b>	<b>14</b>	<b>40</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	TRANSAVIA FRANCE	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL KIEV (BORISPOL)</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UKRAINE</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	218	0	1	2.7	63.5	22.4	6.8	3.2	0.9	0.0	0.0	0.0	0.0	0.5	5	94.1	5	221	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>218</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>63.5</b>	<b>22.4</b>	<b>6.8</b>	<b>3.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>5</b>	<b>94.1</b>	<b>5</b>	<b>221</b>	
BELFAST INTERNATIONAL	JET2.COM LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	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>100.0</b>	<b>4</b>	<b>2</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	100.0	0	1	
BIRMINGHAM	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	30	1	
BIRMINGHAM	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	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>33.3</b>	<b>18</b>	<b>3</b>	
EDINBURGH	FLYBE LTD	S	157	0	0	5.1	43.9	34.4	3.2	7.6	5.7	0.0	0.0	0.0	0.0	0.0	11	82.7	11	156	
<b>TOTAL EDINBURGH</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>43.9</b>	<b>34.4</b>	<b>3.2</b>	<b>7.6</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.7</b>	<b>11</b>	<b>156</b>	
GLASGOW	FLYBE LTD	S	145	0	1	1.4	50.7	34.9	2.7	4.1	3.4	2.1	0.0	0.0	0.0	0.7	11	85.3	9	156	
<b>TOTAL GLASGOW</b>			<b>145</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>50.7</b>	<b>34.9</b>	<b>2.7</b>	<b>4.1</b>	<b>3.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>85.3</b>	<b>9</b>	<b>156</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	42	0	0	0.0	54.8	28.6	4.8	9.5	2.4	0.0	0.0	0.0	0.0	0.0	8	78.8	10	52	
<b>TOTAL GUERNSEY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>54.8</b>	<b>28.6</b>	<b>4.8</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>0.0</b>	<b>8</b>	<b>78.8</b>	<b>10</b>	<b>52</b>	

Reporting Airport: EAST MIDLANDS INTERNATIONAL (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 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
JERSEY	FLYBE LTD	S	62	0	0	4.8	51.6	29.0	6.5	4.8	3.2	0.0	0.0	0.0	0.0	0.0	8	87.1	8	60
<b>TOTAL JERSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>51.6</b>	<b>29.0</b>	<b>6.5</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.1</b>	<b>8</b>	<b>60</b>
SOUTHAMPTON	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	1	2
<b>TOTAL SOUTHAMPTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>
STANSTED	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	48	0.0	0	0
STANSTED	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 STANSTED</b>			<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>48</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>625</b>	<b>0</b>	<b>3</b>	<b>3.0</b>	<b>53.7</b>	<b>29.3</b>	<b>4.8</b>	<b>5.3</b>	<b>3.0</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>87.2</b>	<b>8</b>	<b>652</b>
<b>USA</b>																				
SANFORD	TUI AIRWAYS LTD	C	7	0	0	14.3	14.3	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	57.1	13	7
<b>TOTAL SANFORD</b>			<b>7</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>6</b>	<b>57.1</b>	<b>13</b>	<b>7</b>
<b>TOTAL USA</b>			<b>7</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>6</b>	<b>57.1</b>	<b>13</b>	<b>7</b>
<b>TOTAL EAST MIDLANDS</b>			<b>3599</b>	<b>1</b>	<b>14</b>	<b>3.8</b>	<b>31.4</b>	<b>39.0</b>	<b>11.4</b>	<b>8.2</b>	<b>4.0</b>	<b>1.0</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>83.6</b>	<b>9</b>	<b>3636</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>AUSTRIA</b>																					
LINZ	ENTER AIR	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 LINZ</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	35.7	46.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	96.2	2	26	
VIENNA	JET2.COM LTD	S	16	0	0	6.3	68.8	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	9	18	
<b>TOTAL VIENNA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>47.7</b>	<b>38.6</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>0.0</b>	<b>4</b>	<b>90.9</b>	<b>5</b>	<b>44</b>	
<b>TOTAL AUSTRIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>45.7</b>	<b>37.0</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>90.9</b>	<b>5</b>	<b>44</b>	
<b>BELGIUM</b>																					
BRUSSELS	BRUSSELS AIRLINES	S	104	0	6	2.7	31.8	40.9	5.5	8.2	5.5	0.0	0.0	0.0	0.0	5.5	13	66.4	18	122	
<b>TOTAL BRUSSELS</b>			<b>104</b>	<b>0</b>	<b>6</b>	<b>2.7</b>	<b>31.8</b>	<b>40.9</b>	<b>5.5</b>	<b>8.2</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>13</b>	<b>66.4</b>	<b>18</b>	<b>122</b>	
CHARLEROI	RYANAIR	S	42	0	2	0.0	20.5	36.4	18.2	18.2	2.3	0.0	0.0	0.0	0.0	4.5	17	95.5	6	44	
<b>TOTAL CHARLEROI</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.5</b>	<b>36.4</b>	<b>18.2</b>	<b>18.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>17</b>	<b>95.5</b>	<b>6</b>	<b>44</b>	
<b>TOTAL BELGIUM</b>			<b>146</b>	<b>0</b>	<b>8</b>	<b>1.9</b>	<b>28.6</b>	<b>39.6</b>	<b>9.1</b>	<b>11.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>14</b>	<b>74.1</b>	<b>15</b>	<b>166</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	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	4	80.0	6	5	
<b>TOTAL BURGAS</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>4</b>	<b>80.0</b>	<b>6</b>	<b>5</b>	
<b>TOTAL BULGARIA</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>4</b>	<b>80.0</b>	<b>6</b>	<b>5</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	50.0	38.9	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	12	92.3	5	26	
DUBROVNIK	JET2.COM LTD	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	7	70.0	13	10	
<b>TOTAL DUBROVNIK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>47.2</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.1</b>	<b>7</b>	<b>36</b>	
PULA	JET2.COM LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	10	
PULA	TUI AIRWAYS LTD	C	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	16	66.7	15	9	
<b>TOTAL PULA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>0.0</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>11</b>	<b>84.2</b>	<b>8</b>	<b>19</b>	
SPLIT	JET2.COM LTD	S	6	0	0	0.0	0.0	33.3	0.0	16.7	33.3	16.7	0.0	0.0	0.0	0.0	68	100.0	2	10	
<b>TOTAL SPLIT</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>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>68</b>	<b>100.0</b>	<b>2</b>	<b>10</b>	
<b>TOTAL CROATIA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>43.6</b>	<b>3.6</b>	<b>3.6</b>	<b>3.6</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>87.7</b>	<b>7</b>	<b>65</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	10	0	0	0.0	70.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	5	10	
LARNACA	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	80.0	23	10	
<b>TOTAL LARNACA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>55.0</b>	<b>25.0</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>0.0</b>	<b>14</b>	<b>85.0</b>	<b>14</b>	<b>20</b>	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	11.1	33.3	11.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	23	52.9	19	17	
PAPHOS	JET2.COM LTD	S	18	0	0	22.2	33.3	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	4	10	
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	25.0	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	75.0	7	8	
<b>TOTAL PAPHOS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>20.5</b>	<b>29.5</b>	<b>9.1</b>	<b>20.5</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>19</b>	<b>71.4</b>	<b>12</b>	<b>35</b>	
<b>TOTAL CYPRUS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>31.3</b>	<b>28.1</b>	<b>6.3</b>	<b>17.2</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>17</b>	<b>76.4</b>	<b>13</b>	<b>55</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>CZECH REPUBLIC</b>																					
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	54	0	0	7.4	61.1	27.8	1.9	1.9	0.0	0.0	0.0	0.0	0.0	2	94.4	3	54		
PRAGUE	RYANAIR	S	36	0	0	0.0	22.2	41.7	13.9	16.7	2.8	0.0	2.8	0.0	0.0	21	0.0	0	0		
<b>TOTAL PRAGUE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>45.6</b>	<b>33.3</b>	<b>6.7</b>	<b>7.8</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.4</b>	<b>3</b>	<b>54</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>45.6</b>	<b>33.3</b>	<b>6.7</b>	<b>7.8</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>94.4</b>	<b>3</b>	<b>54</b>		
<b>DENMARK</b>																					
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	33	0	0	0.0	36.4	33.3	15.2	6.1	6.1	0.0	3.0	0.0	0.0	20	70.5	9	42		
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	54	0	0	3.7	22.2	42.6	14.8	9.3	7.4	0.0	0.0	0.0	0.0	16	50.0	18	54		
COPENHAGEN	RYANAIR	S	42	0	0	2.4	19.0	11.9	19.0	23.8	16.7	4.8	2.4	0.0	0.0	42	58.3	15	36		
COPENHAGEN	SAS	S	22	0	0	4.5	50.0	31.8	4.5	9.1	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
<b>TOTAL COPENHAGEN</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>28.5</b>	<b>30.5</b>	<b>14.6</b>	<b>12.6</b>	<b>8.6</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>59.0</b>	<b>14</b>	<b>132</b>		
<b>TOTAL DENMARK</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>28.5</b>	<b>30.5</b>	<b>14.6</b>	<b>12.6</b>	<b>8.6</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>59.0</b>	<b>14</b>	<b>132</b>		
<b>FAROE ISLANDS</b>																					
VAGAR	ATLANTIC AIRWAYS	S	16	0	0	0.0	37.5	31.3	18.8	6.3	6.3	0.0	0.0	0.0	0.0	15	87.5	7	16		
<b>TOTAL VAGAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</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>15</b>	<b>87.5</b>	<b>7</b>	<b>16</b>		
<b>TOTAL FAROE ISLANDS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</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>15</b>	<b>87.5</b>	<b>7</b>	<b>16</b>		
<b>FINLAND</b>																					
HELSINKI	FINNAIR	S	62	0	0	1.6	46.8	35.5	14.5	1.6	0.0	0.0	0.0	0.0	0.0	6	84.6	9	26		
<b>TOTAL HELSINKI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>46.8</b>	<b>35.5</b>	<b>14.5</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</b>	<b>84.6</b>	<b>9</b>	<b>26</b>		
<b>TOTAL FINLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>46.8</b>	<b>35.5</b>	<b>14.5</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</b>	<b>84.6</b>	<b>9</b>	<b>26</b>		
<b>FRANCE</b>																					
BERGERAC	FLYBE LTD	S	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	76	50.0	8	2		
<b>TOTAL BERGERAC</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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>76</b>	<b>50.0</b>	<b>8</b>	<b>2</b>		
BEZIERS	RYANAIR	S	18	0	0	5.6	33.3	38.9	5.6	5.6	5.6	0.0	0.0	0.0	0.0	18	83.3	6	18		
<b>TOTAL BEZIERS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>38.9</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>83.3</b>	<b>6</b>	<b>18</b>		
BORDEAUX	RYANAIR	S	28	0	0	0.0	25.0	42.9	17.9	14.3	0.0	0.0	0.0	0.0	0.0	13	65.4	13	26		
<b>TOTAL BORDEAUX</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>42.9</b>	<b>17.9</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>65.4</b>	<b>13</b>	<b>26</b>		
CARCASSONNE	RYANAIR	S	18	0	0	27.8	11.1	38.9	0.0	11.1	0.0	5.6	5.6	0.0	0.0	28	0.0	0	0		
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>11.1</b>	<b>38.9</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
CLERMONT FERRAND	AIGLE AZUR	C	0	0	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		
CLERMONT FERRAND	ALK Airlines/Air Lubo	C	0	0	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		
CLERMONT FERRAND	DANISH AIR TRANSPORT	C	0	0	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		
CLERMONT FERRAND	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	49	1		
CLERMONT FERRAND	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	100.0	0	2		
CLERMONT FERRAND	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	25.0	32	4		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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
CLERMONT FERRAND	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	20	1
CLERMONT FERRAND	VUELING AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2
<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>43.8</b>	<b>20</b>	<b>16</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	16.7	44.4	11.1	11.1	11.1	5.6	0.0	0.0	0.0	0.0	27	88.9	12	18
<b>TOTAL LYON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>88.9</b>	<b>12</b>	<b>18</b>
MARSEILLE	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
MARSEILLE	RYANAIR	S	16	0	0	0.0	6.3	37.5	25.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	17	18
MARSEILLE	TRADE AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	1
<b>TOTAL MARSEILLE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>37.5</b>	<b>25.0</b>	<b>31.3</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>50.0</b>	<b>18</b>	<b>20</b>
NANTES	RYANAIR	S	16	0	0	0.0	0.0	37.5	43.8	18.8	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL NANTES</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	42	0	0	7.1	35.7	35.7	11.9	7.1	2.4	0.0	0.0	0.0	0.0	0.0	11	71.7	19	60
<b>TOTAL NICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>35.7</b>	<b>35.7</b>	<b>11.9</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>0.0</b>	<b>11</b>	<b>71.7</b>	<b>19</b>	<b>60</b>
PARIS (CHARLES DE GAULLE)	AIGLE AZUR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	176	0	2	7.9	38.2	35.4	9.6	4.5	1.7	1.7	0.0	0.0	0.0	1.1	10	82.2	8	180
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	0.0	0	100.0	0	1
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	105	0	1	1.9	33.0	34.0	11.3	8.5	10.4	0.0	0.0	0.0	0.0	0.9	17	82.3	8	96
PARIS (CHARLES DE GAULLE)	HOP - R C A E	C	0	0	0	0.0	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
PARIS (CHARLES DE GAULLE)	TRADE 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	1	100.0	7	1
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>282</b>	<b>0</b>	<b>3</b>	<b>5.6</b>	<b>36.1</b>	<b>35.1</b>	<b>10.2</b>	<b>6.0</b>	<b>4.9</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>82.6</b>	<b>8</b>	<b>281</b>
PARIS (ORLY)	AIGLE AZUR	C	0	0	0	0.0	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
PARIS (ORLY)	TRANSAVIA FRANCE	S	34	0	0	8.8	32.4	35.3	20.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	7	76.5	9	34
<b>TOTAL PARIS (ORLY)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>32.4</b>	<b>35.3</b>	<b>20.6</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>77.1</b>	<b>9</b>	<b>35</b>
TOULOUSE (BLAGNAC)	RYANAIR	S	18	0	0	0.0	22.2	61.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>61.1</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>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>492</b>	<b>0</b>	<b>3</b>	<b>5.7</b>	<b>30.7</b>	<b>37.2</b>	<b>12.7</b>	<b>7.7</b>	<b>4.0</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>77.3</b>	<b>11</b>	<b>476</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	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	11	74.5	17	55
BERLIN (SCHONEFELD)	GERMANIA FLUGGESELLSCHAFT	C	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	3	0.0	0	0



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 BERLIN (SCHONEFELD)</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>5</b>	<b>74.5</b>	<b>17</b>	<b>55</b>		
BERLIN (TEGEL)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	0.0	15.0	66.7	10.0	8.3	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0		
BERLIN (TEGEL)	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	0	0		
<b>TOTAL BERLIN (TEGEL)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.8</b>	<b>65.6</b>	<b>9.8</b>	<b>8.2</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>BREMEN</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	84.6	5	26		
<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>84.6</b>	<b>5</b>	<b>26</b>		
<b>COLOGNE BONN</b>	EUROWINGS LUFTVERKEHRS	S	52	0	0	1.9	21.2	25.0	25.0	17.3	7.7	1.9	0.0	0.0	0.0	24	67.6	13	34		
<b>COLOGNE BONN</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	61.1	15	18		
<b>COLOGNE BONN</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	100.0	6	1		
<b>COLOGNE BONN</b>	LUXAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
<b>TOTAL COLOGNE BONN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>21.2</b>	<b>25.0</b>	<b>25.0</b>	<b>17.3</b>	<b>7.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>66.7</b>	<b>13</b>	<b>54</b>		
<b>DUSSELDORF</b>	EUROWINGS LUFTVERKEHRS	S	26	0	0	3.8	23.1	34.6	11.5	11.5	15.4	0.0	0.0	0.0	0.0	22	72.2	11	18		
<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	62.5	44	8		
<b>TOTAL DUSSELDORF</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>34.6</b>	<b>11.5</b>	<b>11.5</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>69.2</b>	<b>21</b>	<b>26</b>		
<b>FRANKFURT MAIN</b>	LUFTHANSA	S	123	0	1	0.0	23.4	39.5	18.5	10.5	7.3	0.0	0.0	0.0	0.8	17	74.2	12	124		
<b>TOTAL FRANKFURT MAIN</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>23.4</b>	<b>39.5</b>	<b>18.5</b>	<b>10.5</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>74.2</b>	<b>12</b>	<b>124</b>		
<b>HAHN</b>	RYANAIR	S	28	0	0	3.6	3.6	50.0	17.9	10.7	7.1	7.1	0.0	0.0	0.0	27	65.4	12	26		
<b>TOTAL HAHN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>3.6</b>	<b>50.0</b>	<b>17.9</b>	<b>10.7</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>65.4</b>	<b>12</b>	<b>26</b>		
<b>HAMBURG</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	5.9	32.4	26.5	26.5	8.8	0.0	0.0	0.0	0.0	24	51.9	19	52		
<b>HAMBURG</b>	RYANAIR	S	36	0	0	0.0	13.9	58.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
<b>TOTAL HAMBURG</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>45.7</b>	<b>21.4</b>	<b>18.6</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>51.9</b>	<b>19</b>	<b>52</b>		
<b>KARLSRUHE/BADEN BADEN</b>	RYANAIR	S	16	0	0	0.0	12.5	31.3	6.3	12.5	25.0	0.0	12.5	0.0	0.0	64	0.0	0	0		
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>31.3</b>	<b>6.3</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>64</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
<b>MUNICH</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	3	1.6	7.9	27.0	19.0	22.2	12.7	4.8	0.0	0.0	4.8	36	45.2	20	62		
<b>MUNICH</b>	EUROWINGS LUFTVERKEHRS	S	40	0	0	7.5	40.0	27.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	9	75.9	17	54		
<b>TOTAL MUNICH</b>			<b>100</b>	<b>0</b>	<b>3</b>	<b>3.9</b>	<b>20.4</b>	<b>27.2</b>	<b>16.5</b>	<b>18.4</b>	<b>7.8</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>25</b>	<b>59.5</b>	<b>19</b>	<b>116</b>		
<b>NIEDERRHEIN</b>	RYANAIR	S	28	0	0	17.9	21.4	17.9	10.7	21.4	10.7	0.0	0.0	0.0	0.0	22	88.5	5	26		
<b>TOTAL NIEDERRHEIN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>17.9</b>	<b>21.4</b>	<b>17.9</b>	<b>10.7</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>22</b>	<b>88.5</b>	<b>5</b>	<b>26</b>		
<b>STUTT GART</b>	EASYJET AIRLINE COMPANY LTD	S	16	0	0	18.8	43.8	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	11	18		
<b>TOTAL STUTT GART</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>43.8</b>	<b>31.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>77.8</b>	<b>11</b>	<b>18</b>		
<b>TOTAL GERMANY</b>			<b>528</b>	<b>0</b>	<b>4</b>	<b>3.0</b>	<b>19.0</b>	<b>38.5</b>	<b>16.5</b>	<b>13.7</b>	<b>7.0</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>68.6</b>	<b>15</b>	<b>523</b>		
<b>GREECE</b>																					
<b>ATHENS</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	16.7	11.1	5.6	33.3	27.8	0.0	0.0	0.0	0.0	41	88.9	8	18		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 ATHENS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>11.1</b>	<b>5.6</b>	<b>33.3</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>41</b>	<b>88.9</b>	<b>8</b>	<b>18</b>	
CORFU	RYANAIR	S	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8	
CORFU	TUI AIRWAYS LTD	C	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	28.6	38	7	
<b>TOTAL CORFU</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.8</b>	<b>56.3</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>60.0</b>	<b>19</b>	<b>15</b>	
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	16.7	44.4	16.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	29	66.7	9	18	
HERAKLION	JET2.COM LTD	S	11	0	0	0.0	9.1	27.3	9.1	45.5	0.0	9.1	0.0	0.0	0.0	0.0	36	60.0	22	10	
<b>TOTAL HERAKLION</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.8</b>	<b>37.9</b>	<b>13.8</b>	<b>17.2</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>32</b>	<b>64.3</b>	<b>14</b>	<b>28</b>	
KEFALLINIA	JET2.COM LTD	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	8	50.0	13	6	
<b>TOTAL KEFALLINIA</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>8</b>	<b>50.0</b>	<b>13</b>	<b>6</b>	
KOS	JET2.COM LTD	S	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	0.0	0	0	
<b>TOTAL KOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	JET2.COM LTD	S	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	87.5	8	8	
RHODES	TUI AIRWAYS LTD	C	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	42.9	29	7	
<b>TOTAL RHODES</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>46.7</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>0.0</b>	<b>7</b>	<b>66.7</b>	<b>18</b>	<b>15</b>	
SALONIKA	JET2.COM LTD	S	8	0	0	12.5	12.5	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	2	
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
ZAKINTHOS	JET2.COM LTD	S	15	0	0	13.3	13.3	40.0	13.3	6.7	6.7	6.7	0.0	0.0	0.0	0.0	25	88.9	4	18	
<b>TOTAL ZAKINTHOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>13.3</b>	<b>40.0</b>	<b>13.3</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>25</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
<b>TOTAL GREECE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>22.4</b>	<b>37.9</b>	<b>13.8</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>0.0</b>	<b>21</b>	<b>72.5</b>	<b>12</b>	<b>102</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	36	0	0	0.0	22.2	50.0	8.3	8.3	8.3	2.8	0.0	0.0	0.0	0.0	19	71.4	15	28	
BUDAPEST	RYANAIR	S	26	0	0	0.0	11.5	26.9	3.8	46.2	11.5	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL BUDAPEST</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>40.3</b>	<b>6.5</b>	<b>24.2</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>24</b>	<b>71.4</b>	<b>15</b>	<b>28</b>	
<b>TOTAL HUNGARY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.7</b>	<b>40.3</b>	<b>6.5</b>	<b>24.2</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>24</b>	<b>71.4</b>	<b>15</b>	<b>28</b>	
<b>ICELAND</b>																					
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	22.2	55.6	5.6	0.0	0.0	5.6	5.6	0.0	0.0	0.0	25	87.5	6	16	
KEFLAVIK	WOW AIR	S	38	0	0	21.1	55.3	18.4	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.9	2	32	
<b>TOTAL KEFLAVIK</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>44.6</b>	<b>30.4</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>93.8</b>	<b>4</b>	<b>48</b>	
<b>TOTAL ICELAND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>44.6</b>	<b>30.4</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>93.8</b>	<b>4</b>	<b>48</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	78	0	0	5.1	59.0	28.2	2.6	5.1	0.0	0.0	0.0	0.0	0.0	0.0	4	86.3	13	80	
<b>TOTAL CORK</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>59.0</b>	<b>28.2</b>	<b>2.6</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>4</b>	<b>86.3</b>	<b>13</b>	<b>80</b>	
DUBLIN	AER LINGUS	S	376	0	0	2.7	27.7	36.2	17.8	12.2	2.4	0.0	0.5	0.5	0.0	0.0	17	83.2	8	391	
DUBLIN	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	4	2	
DUBLIN	RYANAIR	S	202	0	0	5.4	32.7	29.2	19.3	9.4	3.5	0.5	0.0	0.0	0.0	0.0	14	78.8	9	208	
<b>TOTAL DUBLIN</b>			<b>578</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>29.4</b>	<b>33.7</b>	<b>18.3</b>	<b>11.2</b>	<b>2.8</b>	<b>0.2</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.7</b>	<b>8</b>	<b>601</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
IRELAND WEST(KNOCK)	FLYBE LTD	S	55	0	0	10.9	50.9	32.7	0.0	1.8	1.8	1.8	0.0	0.0	0.0	0.0	6	88.5	6	52	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>50.9</b>	<b>32.7</b>	<b>0.0</b>	<b>1.8</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>6</b>	<b>88.5</b>	<b>6</b>	<b>52</b>	
SHANNON	AER LINGUS	S	54	0	0	1.9	50.0	42.6	3.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	3	54	
SHANNON	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	2	0.0	0	0	
<b>TOTAL SHANNON</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>50.0</b>	<b>42.9</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.4</b>	<b>3</b>	<b>54</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>767</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>35.5</b>	<b>33.8</b>	<b>14.3</b>	<b>9.3</b>	<b>2.2</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>83.5</b>	<b>8</b>	<b>787</b>	
<b>ITALY</b>																					
BERGAMO	RYANAIR	S	44	0	0	2.3	18.2	36.4	20.5	15.9	4.5	2.3	0.0	0.0	0.0	0.0	19	71.7	12	46	
<b>TOTAL BERGAMO</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>18.2</b>	<b>36.4</b>	<b>20.5</b>	<b>15.9</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>19</b>	<b>71.7</b>	<b>12</b>	<b>46</b>	
BOLOGNA	RYANAIR	S	16	0	0	6.3	31.3	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	18	
<b>TOTAL BOLOGNA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>6</b>	<b>18</b>	
FLORENCE	BA CITYFLYER LTD	S	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL FLORENCE</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>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	96	0	0	2.1	31.3	37.5	11.5	9.4	7.3	1.0	0.0	0.0	0.0	0.0	15	78.6	16	98	
<b>TOTAL MILAN (MALPENSA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>31.3</b>	<b>37.5</b>	<b>11.5</b>	<b>9.4</b>	<b>7.3</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>78.6</b>	<b>16</b>	<b>98</b>	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	17.9	39.3	14.3	10.7	14.3	0.0	0.0	0.0	0.0	0.0	23	88.9	9	18	
NAPLES	JET2.COM LTD	S	16	0	0	0.0	31.3	43.8	6.3	0.0	6.3	0.0	0.0	12.5	0.0	0.0	74	37.5	18	8	
<b>TOTAL NAPLES</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>22.7</b>	<b>40.9</b>	<b>11.4</b>	<b>6.8</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>42</b>	<b>73.1</b>	<b>12</b>	<b>26</b>	
PISA	RYANAIR	S	28	0	0	10.7	21.4	46.4	14.3	3.6	0.0	3.6	0.0	0.0	0.0	0.0	12	84.6	11	26	
<b>TOTAL PISA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>21.4</b>	<b>46.4</b>	<b>14.3</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>0.0</b>	<b>12</b>	<b>84.6</b>	<b>11</b>	<b>26</b>	
ROME (CIAMPINO)	RYANAIR	S	42	0	0	0.0	23.8	45.2	19.0	9.5	2.4	0.0	0.0	0.0	0.0	0.0	13	81.8	7	44	
<b>TOTAL ROME (CIAMPINO)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.8</b>	<b>45.2</b>	<b>19.0</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>0.0</b>	<b>13</b>	<b>81.8</b>	<b>7</b>	<b>44</b>	
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	88.9	5	18	
<b>TOTAL ROME (FIUMICINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>88.9</b>	<b>5</b>	<b>18</b>	
TREVISO	RYANAIR	S	26	0	0	7.7	15.4	15.4	30.8	19.2	11.5	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL TREVISO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>15.4</b>	<b>15.4</b>	<b>30.8</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	14.7	20.6	38.2	11.8	5.9	8.8	0.0	0.0	0.0	0.0	0.0	16	69.4	10	36	
VENICE	JET2.COM LTD	S	16	0	0	6.3	68.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	16	26	
<b>TOTAL VENICE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>36.0</b>	<b>32.0</b>	<b>10.0</b>	<b>4.0</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>11</b>	<b>61.3</b>	<b>13</b>	<b>62</b>	
VERONA VILLAFRANCA	JET2.COM LTD	S	14	0	0	7.1	21.4	50.0	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	100.0	1	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>50.0</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>364</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>26.6</b>	<b>37.6</b>	<b>14.0</b>	<b>9.3</b>	<b>6.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>76.6</b>	<b>12</b>	<b>346</b>	
<b>LITHUANIA</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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
KAUNAS	RYANAIR	S	18	0	0	5.6	22.2	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	94.4	7	18
<b>TOTAL KAUNAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>61.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>7</b>	<b>18</b>
<b>TOTAL LITHUANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>61.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>94.4</b>	<b>7</b>	<b>18</b>
<b>MALTA</b>																				
MALTA	RYANAIR	S	36	0	0	2.8	13.9	47.2	8.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	23	70.6	10	34
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>13.9</b>	<b>47.2</b>	<b>8.3</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>23</b>	<b>70.6</b>	<b>10</b>	<b>34</b>
<b>TOTAL MALTA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>13.9</b>	<b>47.2</b>	<b>8.3</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>23</b>	<b>70.6</b>	<b>10</b>	<b>34</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	140	0	1	2.8	27.0	33.3	13.5	14.9	5.7	2.1	0.0	0.0	0.0	0.7	19	56.3	20	142
AMSTERDAM	KLM	S	308	0	2	2.3	33.2	44.8	9.7	5.8	2.3	1.0	0.3	0.0	0.0	0.6	12	72.8	13	372
<b>TOTAL AMSTERDAM</b>			<b>448</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>31.3</b>	<b>41.2</b>	<b>10.9</b>	<b>8.6</b>	<b>3.3</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>14</b>	<b>68.3</b>	<b>15</b>	<b>514</b>
EINDHOVEN	RYANAIR	S	24	0	0	0.0	20.8	45.8	8.3	20.8	0.0	4.2	0.0	0.0	0.0	0.0	19	0.0	0	0
<b>TOTAL EINDHOVEN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.8</b>	<b>45.8</b>	<b>8.3</b>	<b>20.8</b>	<b>0.0</b>	<b>4.2</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 NETHERLANDS</b>			<b>472</b>	<b>0</b>	<b>3</b>	<b>2.3</b>	<b>30.7</b>	<b>41.5</b>	<b>10.7</b>	<b>9.3</b>	<b>3.2</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>14</b>	<b>68.3</b>	<b>15</b>	<b>514</b>
<b>NORWAY</b>																				
BERGEN	LOGANAIR 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	13	8
<b>TOTAL BERGEN</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>13</b>	<b>8</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	62	0	0	0.0	30.6	51.6	12.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9	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	61.1	13	54
OSLO (GARDERMOEN)	SAS	S	20	0	0	15.0	45.0	15.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.3	5	16
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>34.1</b>	<b>42.7</b>	<b>14.6</b>	<b>4.9</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>65.7</b>	<b>11</b>	<b>70</b>
<b>TOTAL NORWAY</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>34.9</b>	<b>41.9</b>	<b>15.1</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>8</b>	<b>66.7</b>	<b>11</b>	<b>78</b>
<b>POLAND</b>																				
GDANSK	RYANAIR	S	28	0	0	0.0	53.6	39.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	26
<b>TOTAL GDANSK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>53.6</b>	<b>39.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>100.0</b>	<b>2</b>	<b>26</b>
KATOWICE	RYANAIR	S	16	0	0	0.0	6.3	12.5	31.3	31.3	18.8	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
<b>TOTAL KATOWICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>12.5</b>	<b>31.3</b>	<b>31.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	47.1	29.4	20.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	18	36
KRAKOW	RYANAIR	S	36	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	83.3	8	36
<b>TOTAL KRAKOW</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.3</b>	<b>42.9</b>	<b>15.7</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>9</b>	<b>80.6</b>	<b>13</b>	<b>72</b>
POZNAN	RYANAIR	S	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	9	77.8	9	18
<b>TOTAL POZNAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>43.8</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>0.0</b>	<b>0.0</b>	<b>9</b>	<b>77.8</b>	<b>9</b>	<b>18</b>
SZCZECIN (GOLENOW)	RYANAIR	S	18	0	0	0.0	5.6	11.1	16.7	50.0	16.7	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 SZCZECIN (GOLENOW)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>11.1</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>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	28	0	0	0.0	60.7	35.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	5	26	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.7</b>	<b>35.7</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>92.3</b>	<b>5</b>	<b>26</b>	
WROCLAW	RYANAIR	S	20	0	0	0.0	15.0	35.0	25.0	20.0	0.0	5.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL WROCLAW</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.0</b>	<b>35.0</b>	<b>25.0</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>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.7</b>	<b>35.2</b>	<b>15.3</b>	<b>12.2</b>	<b>3.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>85.9</b>	<b>9</b>	<b>142</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	JET2.COM LTD	S	50	0	0	2.0	32.0	46.0	10.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	9	81.0	12	42	
FARO	RYANAIR	S	34	0	0	2.9	35.3	38.2	14.7	2.9	0.0	2.9	2.9	0.0	0.0	0.0	17	83.3	9	36	
<b>TOTAL FARO</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>33.3</b>	<b>42.9</b>	<b>11.9</b>	<b>6.0</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>82.1</b>	<b>11</b>	<b>78</b>	
LISBON	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	35.7	53.6	3.6	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5	79.4	13	34	
<b>TOTAL LISBON</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>53.6</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>79.4</b>	<b>13</b>	<b>34</b>	
OPORTO (PORTUGAL)	RYANAIR	S	18	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	4	18	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>33.8</b>	<b>46.9</b>	<b>8.5</b>	<b>6.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.3</b>	<b>10</b>	<b>130</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	83.3	17	18	
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	0.0	50.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>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>22</b>	<b>83.3</b>	<b>17</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>12.5</b>	<b>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>22</b>	<b>83.3</b>	<b>17</b>	<b>18</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	62	0	0	33.9	35.5	22.6	1.6	4.8	1.6	0.0	0.0	0.0	0.0	0.0	5	85.5	5	62	
<b>TOTAL DOHA HAMAD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>33.9</b>	<b>35.5</b>	<b>22.6</b>	<b>1.6</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>0.0</b>	<b>5</b>	<b>85.5</b>	<b>5</b>	<b>62</b>	
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>33.9</b>	<b>35.5</b>	<b>22.6</b>	<b>1.6</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>0.0</b>	<b>5</b>	<b>85.5</b>	<b>5</b>	<b>62</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	18	0	0	0.0	16.7	38.9	16.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	22	75.0	12	16	
<b>TOTAL BRATISLAVA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.0</b>	<b>12</b>	<b>16</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.0</b>	<b>12</b>	<b>16</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	27.8	44.4	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	13	72.2	14	18	
ALICANTE	JET2.COM LTD	S	38	0	0	5.3	39.5	47.4	5.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5	69.6	11	46	
ALICANTE	RYANAIR	S	54	0	0	1.9	46.3	33.3	3.7	5.6	3.7	1.9	3.7	0.0	0.0	0.0	19	88.9	5	54	
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	92.3	3	26	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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 ALICANTE</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>40.9</b>	<b>40.0</b>	<b>7.3</b>	<b>3.6</b>	<b>2.7</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.3</b>	<b>8</b>	<b>144</b>	
ALMERIA	JET2.COM LTD	S	16	0	0	6.3	50.0	25.0	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	62.5	30	8	
<b>TOTAL ALMERIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>25.0</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>62.5</b>	<b>30</b>	<b>8</b>	
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	5.6	16.7	50.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	9	18	
BARCELONA	RYANAIR	S	62	0	0	0.0	12.9	50.0	11.3	12.9	8.1	4.8	0.0	0.0	0.0	0.0	25	69.4	12	62	
BARCELONA	VUELING AIRLINES	S	36	0	1	2.7	8.1	29.7	8.1	2.7	18.9	27.0	0.0	0.0	0.0	2.7	65	100.0	3	46	
<b>TOTAL BARCELONA</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>1.7</b>	<b>12.0</b>	<b>43.6</b>	<b>12.8</b>	<b>7.7</b>	<b>10.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>35</b>	<b>81.7</b>	<b>8</b>	<b>126</b>	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	27.8	66.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	9	18	
<b>TOTAL BILBAO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>66.7</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>0.0</b>	<b>5</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
GIRONA	JET2.COM LTD	S	16	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	18	18	
GIRONA	RYANAIR	S	18	0	0	5.6	16.7	38.9	11.1	11.1	11.1	5.6	0.0	0.0	0.0	0.0	29	68.8	17	16	
<b>TOTAL GIRONA</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>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>58.8</b>	<b>17</b>	<b>34</b>	
IBIZA	JET2.COM LTD	S	22	0	0	9.1	31.8	40.9	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	7	70.0	14	20	
IBIZA	RYANAIR	S	18	0	0	0.0	38.9	22.2	11.1	5.6	16.7	5.6	0.0	0.0	0.0	0.0	29	72.2	11	18	
<b>TOTAL IBIZA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>35.0</b>	<b>32.5</b>	<b>12.5</b>	<b>5.0</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>17</b>	<b>71.1</b>	<b>13</b>	<b>38</b>	
LEON	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	24	1	
<b>TOTAL LEON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>24</b>	<b>1</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	80	0	0	12.5	36.3	37.5	8.8	1.3	3.8	0.0	0.0	0.0	0.0	0.0	7	91.0	6	78	
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	0.0	0	97.1	3	34	
<b>TOTAL MADRID</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>36.3</b>	<b>37.5</b>	<b>8.8</b>	<b>1.3</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>7</b>	<b>92.9</b>	<b>5</b>	<b>112</b>	
MAHON	BA CITYFLYER LTD	C	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	57.1	33	7	
MAHON	JET2.COM LTD	S	10	0	0	30.0	10.0	40.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	16	77.8	9	18	
<b>TOTAL MAHON</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>15.4</b>	<b>46.2</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>0.0</b>	<b>13</b>	<b>72.0</b>	<b>16</b>	<b>25</b>	
MALAGA	BA CITYFLYER LTD	C	7	0	0	0.0	14.3	28.6	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	31	42.9	15	7	
MALAGA	JET2.COM LTD	S	36	0	0	2.8	33.3	47.2	0.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	12	52.8	19	36	
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	61.1	19	18	
MALAGA	RYANAIR	S	62	0	0	1.6	16.1	51.6	17.7	6.5	4.8	1.6	0.0	0.0	0.0	0.0	16	79.0	14	62	
<b>TOTAL MALAGA</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>21.9</b>	<b>48.6</b>	<b>10.5</b>	<b>11.4</b>	<b>4.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.7</b>	<b>17</b>	<b>123</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	16	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	61.1	11	18	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>16</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>1</b>	<b>61.1</b>	<b>11</b>	<b>18</b>	
PALMA DE MALLORCA	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	11.1	29	9	
PALMA DE MALLORCA	BA CITYFLYER 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	13	0.0	39	2	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	55.6	16.7	5.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	18	83.3	11	18	
PALMA DE MALLORCA	JET2.COM LTD	S	46	0	0	4.3	41.3	41.3	8.7	2.2	2.2	0.0	0.0	0.0	0.0	0.0	7	58.7	18	46	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
PALMA DE MALLORCA	RYANAIR	S	62	0	0	8.1	25.8	43.5	14.5	3.2	1.6	3.2	0.0	0.0	0.0	0.0	14	71.0	13	62	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	24	0	0	0.0	12.5	62.5	12.5	4.2	4.2	4.2	0.0	0.0	0.0	0.0	19	73.3	16	15	
<b>TOTAL PALMA DE MALLORCA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>31.6</b>	<b>42.8</b>	<b>11.8</b>	<b>2.6</b>	<b>2.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>64.5</b>	<b>16</b>	<b>152</b>	
REUS	JET2.COM LTD	S	13	0	1	7.1	42.9	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7.1	5	58.3	20	12	
<b>TOTAL REUS</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>7.1</b>	<b>42.9</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>5</b>	<b>58.3</b>	<b>20</b>	<b>12</b>	
SALAMANCA	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL SALAMANCA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
SANTANDER	RYANAIR	S	18	0	0	0.0	22.2	50.0	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	8	18	
<b>TOTAL SANTANDER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>50.0</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	C	0	0	0	0.0	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 SANTIAGO DE COMPOSTELA (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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</b>	<b>1</b>	
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	16.7	61.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>16.7</b>	<b>61.1</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>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	RYANAIR	S	28	0	0	0.0	7.1	39.3	14.3	21.4	7.1	3.6	7.1	0.0	0.0	0.0	39	0.0	0	0	
<b>TOTAL VALENCIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>39.3</b>	<b>14.3</b>	<b>21.4</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>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALLADOLID	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	35	2	
<b>TOTAL VALLADOLID</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>2</b>	
VIGO	RYANAIR	S	17	0	1	27.8	38.9	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	3	72.2	10	18	
<b>TOTAL VIGO</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>27.8</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>3</b>	<b>72.2</b>	<b>10</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>794</b>	<b>0</b>	<b>3</b>	<b>5.4</b>	<b>29.0</b>	<b>41.7</b>	<b>10.2</b>	<b>5.8</b>	<b>4.3</b>	<b>2.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>16</b>	<b>74.7</b>	<b>12</b>	<b>851</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	18	0	0	0.0	27.8	61.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.2	5	17	
ARRECIFE	RYANAIR	S	16	0	0	6.3	56.3	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	17	18	
ARRECIFE	TUI AIRWAYS LTD	C	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	3	75.0	40	8	
<b>TOTAL ARRECIFE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>38.6</b>	<b>52.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>81.4</b>	<b>17</b>	<b>43</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	22.2	50.0	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	5	18	
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	5.6	66.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	11	16	
<b>TOTAL FUERTEVENTURA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</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>0.0</b>	<b>8</b>	<b>85.3</b>	<b>8</b>	<b>34</b>	
LAS PALMAS	JET2.COM LTD	S	16	0	1	5.9	41.2	23.5	5.9	11.8	0.0	0.0	0.0	5.9	0.0	5.9	69	94.4	4	18	
LAS PALMAS	RYANAIR	S	18	0	0	5.6	33.3	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	5	18	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	33	10	
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>34.9</b>	<b>41.9</b>	<b>9.3</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>31</b>	<b>82.6</b>	<b>11</b>	<b>46</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	27	0	0	3.7	14.8	51.9	18.5	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	92.6	6	27	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	25	0	0	12.0	56.0	16.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7	85.2	8	27	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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		
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	11.1	44.4	16.7	22.2	5.6	0.0	0.0	0.0	0.0	21	72.2	20	18		
TENERIFE (SURREINA SOFIA)	RYANAIR	S	34	0	0	0.0	17.6	44.1	2.9	17.6	17.6	0.0	0.0	0.0	0.0	27	66.7	12	36		
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	18	0	0	5.6	5.6	27.8	22.2	11.1	16.7	11.1	0.0	0.0	0.0	38	77.8	11	18		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>22.1</b>	<b>37.7</b>	<b>12.3</b>	<b>13.9</b>	<b>8.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>78.6</b>	<b>11</b>	<b>126</b>		
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>244</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>28.2</b>	<b>41.6</b>	<b>10.6</b>	<b>8.6</b>	<b>4.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>17</b>	<b>80.7</b>	<b>11</b>	<b>249</b>		
GOTEBORG (LANDVETTER)	RYANAIR	S	16	0	0	0.0	0.0	12.5	43.8	43.8	0.0	0.0	0.0	0.0	0.0	30	66.7	13	18		
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>43.8</b>	<b>43.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>66.7</b>	<b>13</b>	<b>18</b>		
STOCKHOLM (ARLANDA)	NORWEGIAN AIR INTERNATIONAL	S	10	0	0	0.0	30.0	50.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0		
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	18	0	0	0.0	38.9	44.4	5.6	0.0	11.1	0.0	0.0	0.0	0.0	15	61.5	12	26		
STOCKHOLM (ARLANDA)	SAS	S	66	0	2	4.4	29.4	41.2	13.2	4.4	4.4	0.0	0.0	0.0	2.9	11	69.6	13	56		
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>3.1</b>	<b>31.3</b>	<b>42.7</b>	<b>11.5</b>	<b>4.2</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>12</b>	<b>67.1</b>	<b>13</b>	<b>82</b>		
<b>TOTAL SWEDEN</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>2.7</b>	<b>26.8</b>	<b>38.4</b>	<b>16.1</b>	<b>9.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>67.0</b>	<b>13</b>	<b>100</b>		
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET SWITZERLAND	S	70	0	0	14.3	40.0	37.1	2.9	1.4	1.4	0.0	2.9	0.0	0.0	11	87.2	4	78		
<b>TOTAL BALE MULHOUSE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>40.0</b>	<b>37.1</b>	<b>2.9</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.2</b>	<b>4</b>	<b>78</b>		
GENEVA	EASYJET AIRLINE COMPANY LTD	S	86	0	0	0.0	20.9	32.6	20.9	14.0	8.1	1.2	2.3	0.0	0.0	26	66.3	15	86		
<b>TOTAL GENEVA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.9</b>	<b>32.6</b>	<b>20.9</b>	<b>14.0</b>	<b>8.1</b>	<b>1.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>66.3</b>	<b>15</b>	<b>86</b>		
ZURICH	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
ZURICH	EDELWEISS AIR	S	32	0	0	0.0	37.5	43.8	9.4	9.4	0.0	0.0	0.0	0.0	0.0	10	88.9	5	18		
<b>TOTAL ZURICH</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>43.8</b>	<b>9.4</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.5</b>	<b>4</b>	<b>19</b>		
<b>TOTAL SWITZERLAND</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>30.9</b>	<b>36.2</b>	<b>12.2</b>	<b>8.5</b>	<b>4.3</b>	<b>0.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>77.6</b>	<b>9</b>	<b>183</b>		
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	10	0	0	0.0	50.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
ANTALYA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	26	0.0	0	0		
<b>TOTAL ANTALYA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	38.9	11.1	33.3	5.6	0.0	0.0	0.0	0.0	25	72.2	18	18		
<b>TOTAL BODRUM (MILAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>38.9</b>	<b>11.1</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>25</b>	<b>72.2</b>	<b>18</b>	<b>18</b>		
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	22.2	55.6	5.6	0.0	5.6	5.6	0.0	0.0	0.0	32	77.8	22	18		
DALAMAN	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	6	0.0	0	0		
DALAMAN	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	10	71.4	32	7		
<b>TOTAL DALAMAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.4</b>	<b>52.9</b>	<b>5.9</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>76.0</b>	<b>25</b>	<b>25</b>		



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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
ISTANBUL	THY TURKISH AIRLINES	S	62	0	0	6.5	43.5	40.3	6.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	67.7	13	62
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>43.5</b>	<b>40.3</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>67.7</b>	<b>13</b>	<b>62</b>
<b>TOTAL TURKEY</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>34.8</b>	<b>41.7</b>	<b>8.3</b>	<b>7.6</b>	<b>3.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>70.5</b>	<b>17</b>	<b>105</b>
<b>UNITED ARAB EMIRATES</b>																				
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	44	0	0	18.2	50.0	25.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.2	4	44
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>50.0</b>	<b>25.0</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>93.2</b>	<b>4</b>	<b>44</b>
<b>TOTAL UNITED ARAB</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>50.0</b>	<b>25.0</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>93.2</b>	<b>4</b>	<b>44</b>
<b>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	227	0	2	2.2	49.3	38.4	3.9	2.2	1.7	0.9	0.4	0.0	0.0	0.9	8	88.6	8	272
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>227</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>49.3</b>	<b>38.4</b>	<b>3.9</b>	<b>2.2</b>	<b>1.7</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>88.6</b>	<b>8</b>	<b>272</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	208	0	0	1.9	39.9	39.4	6.7	6.3	4.8	0.0	1.0	0.0	0.0	0.0	12	77.3	10	176
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>39.9</b>	<b>39.4</b>	<b>6.7</b>	<b>6.3</b>	<b>4.8</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.3</b>	<b>10</b>	<b>176</b>
BIRMINGHAM	FLYBE LTD	S	376	0	2	4.2	41.0	34.1	7.4	5.6	5.0	1.3	0.8	0.0	0.0	0.5	14	75.3	12	376
<b>TOTAL BIRMINGHAM</b>			<b>376</b>	<b>0</b>	<b>2</b>	<b>4.2</b>	<b>41.0</b>	<b>34.1</b>	<b>7.4</b>	<b>5.6</b>	<b>5.0</b>	<b>1.3</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>75.3</b>	<b>12</b>	<b>376</b>
BRISTOL	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	218	0	2	3.2	33.2	32.3	17.3	7.7	3.6	0.9	0.9	0.0	0.0	0.9	16	85.1	9	222
<b>TOTAL BRISTOL</b>			<b>218</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>33.2</b>	<b>32.3</b>	<b>17.3</b>	<b>7.7</b>	<b>3.6</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>16</b>	<b>85.2</b>	<b>9</b>	<b>223</b>
CARDIFF WALES	FLYBE LTD	S	114	0	2	0.0	29.3	32.8	12.1	7.8	10.3	6.0	0.0	0.0	0.0	1.7	27	79.6	15	108
<b>TOTAL CARDIFF WALES</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>29.3</b>	<b>32.8</b>	<b>12.1</b>	<b>7.8</b>	<b>10.3</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>27</b>	<b>79.6</b>	<b>15</b>	<b>108</b>
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	158	0	0	3.8	45.6	32.3	5.7	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	83.3	9	156
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>45.6</b>	<b>32.3</b>	<b>5.7</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>11</b>	<b>83.3</b>	<b>9</b>	<b>156</b>
EXETER	FLYBE LTD	S	62	0	0	1.6	27.4	56.5	4.8	1.6	8.1	0.0	0.0	0.0	0.0	0.0	11	87.1	6	62
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>27.4</b>	<b>56.5</b>	<b>4.8</b>	<b>1.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>87.1</b>	<b>6</b>	<b>62</b>
GATWICK	BRITISH AIRWAYS PLC	S	208	0	0	5.3	55.3	24.5	6.3	3.4	3.4	1.0	1.0	0.0	0.0	0.0	10	87.9	6	204
GATWICK	EASYJET AIRLINE COMPANY LTD	S	251	0	6	8.6	28.4	26.8	14.4	8.2	7.0	3.1	1.2	0.0	0.0	2.3	22	66.3	18	256
<b>TOTAL GATWICK</b>			<b>459</b>	<b>0</b>	<b>6</b>	<b>7.1</b>	<b>40.4</b>	<b>25.8</b>	<b>10.8</b>	<b>6.0</b>	<b>5.4</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>17</b>	<b>75.9</b>	<b>13</b>	<b>460</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	0.0	112	1
<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>0.0</b>	<b>112</b>	<b>1</b>
HEATHROW	BRITISH AIRWAYS PLC	S	621	0	13	3.2	46.1	30.9	9.3	5.8	1.7	0.5	0.5	0.0	0.0	2.1	9	85.0	8	664
HEATHROW	FLYBE LTD	S	240	0	0	12.5	36.3	38.8	3.8	4.6	3.8	0.4	0.0	0.0	0.0	0.0	8	88.4	7	224
<b>TOTAL HEATHROW</b>			<b>861</b>	<b>0</b>	<b>13</b>	<b>5.7</b>	<b>43.4</b>	<b>33.1</b>	<b>7.8</b>	<b>5.5</b>	<b>2.3</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>9</b>	<b>85.8</b>	<b>8</b>	<b>888</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
INVERNESS	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	145	1	
<b>TOTAL INVERNESS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>145</b>	<b>1</b>	
ISLE OF MAN	LOGANAIR LTD	S	28	0	0	21.4	42.9	14.3	0.0	0.0	17.9	3.6	0.0	0.0	0.0	0.0	20	75.0	9	8	
<b>TOTAL ISLE OF MAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>42.9</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</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>20</b>	<b>75.0</b>	<b>9</b>	<b>8</b>	
JERSEY	EASYJET AIRLINE COMPANY LTD	S	18	0	0	16.7	33.3	5.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
JERSEY	FLYBE 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	75.0	6	4	
<b>TOTAL JERSEY</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>31.8</b>	<b>13.6</b>	<b>18.2</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>17</b>	<b>75.0</b>	<b>6</b>	<b>4</b>	
KIRKWALL	LOGANAIR LTD	S	177	0	1	7.9	46.6	34.3	6.2	2.2	1.7	0.6	0.0	0.0	0.0	0.6	7	69.2	22	172	
<b>TOTAL KIRKWALL</b>			<b>177</b>	<b>0</b>	<b>1</b>	<b>7.9</b>	<b>46.6</b>	<b>34.3</b>	<b>6.2</b>	<b>2.2</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>7</b>	<b>69.2</b>	<b>22</b>	<b>172</b>	
LONDON CITY	BA CITYFLYER LTD	S	429	0	9	10.3	39.5	24.9	8.2	8.4	5.5	0.5	0.7	0.0	0.0	2.1	14	90.2	4	481	
LONDON CITY	BRITISH AIRWAYS PLC	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	13	0.0	0	0	
LONDON CITY	FLYBE LTD	S	205	0	3	3.4	29.3	39.4	9.6	7.2	6.3	3.4	0.0	0.0	0.0	1.4	18	88.8	7	213	
<b>TOTAL LONDON CITY</b>			<b>638</b>	<b>0</b>	<b>12</b>	<b>8.0</b>	<b>36.2</b>	<b>29.7</b>	<b>8.8</b>	<b>8.0</b>	<b>5.7</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>89.8</b>	<b>5</b>	<b>694</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	194	0	0	7.2	38.7	29.4	9.3	7.7	4.6	2.1	1.0	0.0	0.0	0.0	15	71.2	13	196	
LUTON	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	2	1	
<b>TOTAL LUTON</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>38.7</b>	<b>29.4</b>	<b>9.3</b>	<b>7.7</b>	<b>4.6</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>71.4</b>	<b>13</b>	<b>197</b>	
MANCHESTER	FLYBE LTD	S	201	0	3	3.4	44.6	34.3	9.3	3.9	2.9	0.0	0.0	0.0	0.0	1.5	8	84.3	11	229	
<b>TOTAL MANCHESTER</b>			<b>201</b>	<b>0</b>	<b>3</b>	<b>3.4</b>	<b>44.6</b>	<b>34.3</b>	<b>9.3</b>	<b>3.9</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>8</b>	<b>84.3</b>	<b>11</b>	<b>229</b>	
NEWQUAY	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	6	50.0	25	4	
<b>TOTAL NEWQUAY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>50.0</b>	<b>25</b>	<b>4</b>	
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	0.0	0	100.0	0	6	
NORWICH	LOGANAIR LTD	S	147	0	1	15.5	53.4	25.0	1.4	0.7	1.4	0.7	1.4	0.0	0.0	0.7	7	80.6	20	128	
<b>TOTAL NORWICH</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>15.5</b>	<b>53.4</b>	<b>25.0</b>	<b>1.4</b>	<b>0.7</b>	<b>1.4</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>7</b>	<b>81.4</b>	<b>19</b>	<b>134</b>	
SOUTHAMPTON	FLYBE LTD	S	227	0	1	3.1	37.3	46.9	5.3	3.5	2.2	0.9	0.4	0.0	0.0	0.4	9	85.5	6	338	
<b>TOTAL SOUTHAMPTON</b>			<b>227</b>	<b>0</b>	<b>1</b>	<b>3.1</b>	<b>37.3</b>	<b>46.9</b>	<b>5.3</b>	<b>3.5</b>	<b>2.2</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>9</b>	<b>85.5</b>	<b>6</b>	<b>338</b>	
SOUTHEND	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 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>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	221	0	3	6.7	28.1	26.8	12.9	10.3	8.9	1.8	3.1	0.0	0.0	1.3	27	63.2	23	228	
STANSTED	RYANAIR	S	233	0	0	0.4	12.0	28.8	21.9	21.0	13.7	1.7	0.4	0.0	0.0	0.0	31	76.3	9	232	
<b>TOTAL STANSTED</b>			<b>454</b>	<b>0</b>	<b>3</b>	<b>3.5</b>	<b>19.9</b>	<b>27.8</b>	<b>17.5</b>	<b>15.8</b>	<b>11.4</b>	<b>1.8</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>29</b>	<b>69.8</b>	<b>16</b>	<b>460</b>	
STORNOWAY	LOGANAIR LTD	S	90	0	0	6.7	42.2	38.9	3.3	2.2	3.3	3.3	0.0	0.0	0.0	0.0	11	84.3	15	70	
<b>TOTAL STORNOWAY</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>42.2</b>	<b>38.9</b>	<b>3.3</b>	<b>2.2</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>11</b>	<b>84.3</b>	<b>15</b>	<b>70</b>	
SUMBURGH	LOGANAIR LTD	S	200	0	7	8.2	50.2	28.0	2.9	3.9	2.4	1.0	0.0	0.0	0.0	3.4	7	79.5	20	164	
<b>TOTAL SUMBURGH</b>			<b>200</b>	<b>0</b>	<b>7</b>	<b>8.2</b>	<b>50.2</b>	<b>28.0</b>	<b>2.9</b>	<b>3.9</b>	<b>2.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>7</b>	<b>79.5</b>	<b>20</b>	<b>164</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EDINBURGH (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
WICK JOHN O GROATS	LOGANAIR LTD	S	53	0	1	3.7	51.9	35.2	1.9	3.7	1.9	0.0	0.0	0.0	0.0	1.9	5	71.9	15	62
<b>TOTAL WICK JOHN O GROATS</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>51.9</b>	<b>35.2</b>	<b>1.9</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>1.9</b>	<b>5</b>	<b>71.9</b>	<b>15</b>	<b>62</b>
<b>TOTAL UNITED KINGDOM USA</b>			<b>5118</b>	<b>0</b>	<b>57</b>	<b>5.6</b>	<b>39.5</b>	<b>32.4</b>	<b>8.6</b>	<b>6.3</b>	<b>4.7</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>81.2</b>	<b>11</b>	<b>5259</b>
CHICAGO (O'HARE)	UNITED AIRLINES	S	54	0	0	22.2	55.6	16.7	0.0	1.9	1.9	1.9	0.0	0.0	0.0	0.0	6	83.3	32	12
<b>TOTAL CHICAGO (O'HARE)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>55.6</b>	<b>16.7</b>	<b>0.0</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>83.3</b>	<b>32</b>	<b>12</b>
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	60	0	2	25.8	30.6	19.4	1.6	8.1	8.1	1.6	1.6	0.0	0.0	3.2	18	93.5	4	62
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	48	0	0	35.4	39.6	8.3	2.1	8.3	4.2	2.1	0.0	0.0	0.0	0.0	10	41.7	53	48
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>30.0</b>	<b>34.5</b>	<b>14.5</b>	<b>1.8</b>	<b>8.2</b>	<b>6.4</b>	<b>1.8</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>70.9</b>	<b>25</b>	<b>110</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	25.8	46.8	12.9	8.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	69.3	23	113
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>46.8</b>	<b>12.9</b>	<b>8.1</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>0.0</b>	<b>7</b>	<b>69.3</b>	<b>23</b>	<b>113</b>
NEWBURGH/USA	NORWEGIAN AIR INTERNATIONAL	S	35	0	0	22.9	28.6	28.6	8.6	5.7	5.7	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
<b>TOTAL NEWBURGH/USA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>28.6</b>	<b>28.6</b>	<b>8.6</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PROVIDENCE	NORWEGIAN AIR INTERNATIONAL	S	27	0	0	44.4	14.8	37.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
<b>TOTAL PROVIDENCE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>44.4</b>	<b>14.8</b>	<b>37.0</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>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WASHINGTON (DULLES)	UNITED AIRLINES	S	16	0	0	12.5	68.8	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
<b>TOTAL WASHINGTON (DULLES)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>68.8</b>	<b>12.5</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>302</b>	<b>0</b>	<b>2</b>	<b>27.3</b>	<b>40.1</b>	<b>18.1</b>	<b>3.6</b>	<b>4.9</b>	<b>3.9</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>70.8</b>	<b>25</b>	<b>235</b>
<b>TOTAL EDINBURGH</b>			<b>10979</b>	<b>0</b>	<b>83</b>	<b>5.6</b>	<b>34.8</b>	<b>34.9</b>	<b>10.3</b>	<b>7.6</b>	<b>4.4</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>78.6</b>	<b>11</b>	<b>10911</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EXETER (Full Analysis)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	
<b>CYPRUS</b>																					
LARNACA	TUI AIRWAYS LTD	C	6	0	0	0.0	16.7	66.7	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	29	75.0	10	8	
<b>TOTAL LARNACA</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>29</b>	<b>75.0</b>	<b>10</b>	<b>8</b>	
PAPHOS	TUI AIRWAYS LTD	C	8	0	0	25.0	0.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	12	8	
<b>TOTAL PAPHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>75.0</b>	<b>12</b>	<b>8</b>	
<b>TOTAL CYPRUS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>7.1</b>	<b>50.0</b>	<b>14.3</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>22</b>	<b>75.0</b>	<b>11</b>	<b>16</b>	
<b>FRANCE</b>																					
BERGERAC	FLYBE LTD	S	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	13	8	
<b>TOTAL BERGERAC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>13</b>	<b>8</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	61	0	0	3.3	47.5	42.6	4.9	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	74.2	16	62	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>47.5</b>	<b>42.6</b>	<b>4.9</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>4</b>	<b>74.2</b>	<b>16</b>	<b>62</b>	
RENNES	FLYBE LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2	
<b>TOTAL RENNES</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>2</b>	
TARBES-LOURDES INTERNATIONAL	ENTER AIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1	
TARBES-LOURDES INTERNATIONAL	FLYBE 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	76	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>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>25</b>	<b>1</b>	
<b>TOTAL FRANCE</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>45.8</b>	<b>41.7</b>	<b>6.9</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>0.0</b>	<b>5</b>	<b>74.0</b>	<b>16</b>	<b>73</b>	
<b>GREECE</b>																					
CORFU	TUI AIRWAYS LTD	C	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	100.0	2	7	
<b>TOTAL CORFU</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>4</b>	<b>100.0</b>	<b>2</b>	<b>7</b>	
RHODES	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	32	77.8	16	9	
<b>TOTAL RHODES</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</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>32</b>	<b>77.8</b>	<b>16</b>	<b>9</b>	
<b>TOTAL GREECE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>11.8</b>	<b>29.4</b>	<b>23.5</b>	<b>29.4</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>19</b>	<b>87.5</b>	<b>10</b>	<b>16</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	FLYBE LTD	S	61	0	0	18.0	34.4	19.7	9.8	6.6	1.6	9.8	0.0	0.0	0.0	0.0	21	82.3	6	62	
<b>TOTAL DUBLIN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>34.4</b>	<b>19.7</b>	<b>9.8</b>	<b>6.6</b>	<b>1.6</b>	<b>9.8</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>6</b>	<b>62</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>18.0</b>	<b>34.4</b>	<b>19.7</b>	<b>9.8</b>	<b>6.6</b>	<b>1.6</b>	<b>9.8</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>6</b>	<b>62</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	FLYBE LTD	S	61	2	0	0.0	31.7	39.7	11.1	3.2	6.3	3.2	1.6	0.0	3.2	0.0	19	76.6	13	63	
<b>TOTAL AMSTERDAM</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>31.7</b>	<b>39.7</b>	<b>11.1</b>	<b>3.2</b>	<b>6.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>19</b>	<b>76.6</b>	<b>13</b>	<b>63</b>	
<b>TOTAL NETHERLANDS</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>0.0</b>	<b>31.7</b>	<b>39.7</b>	<b>11.1</b>	<b>3.2</b>	<b>6.3</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>19</b>	<b>76.6</b>	<b>13</b>	<b>63</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	FLYBE LTD	S	18	0	0	5.6	11.1	77.8	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	45	94.4	5	18	
FARO	TUI AIRWAYS LTD	C	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	7	
<b>TOTAL FARO</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>22.2</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>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>96.0</b>	<b>4</b>	<b>25</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 PORTUGAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>22.2</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>30</b>	<b>96.0</b>	<b>4</b>	<b>25</b>		
<b>SPAIN</b>																					
<b>ALICANTE</b>	FLYBE LTD	S	35	0	0	2.9	20.0	51.4	8.6	11.4	2.9	2.9	0.0	0.0	0.0	16	61.1	21	36		
<b>TOTAL ALICANTE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.0</b>	<b>51.4</b>	<b>8.6</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>16</b>	<b>61.1</b>	<b>21</b>	<b>36</b>		
<b>IBIZA</b>	TUI AIRWAYS LTD	C	9	0	0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	10	88.9	3	9		
<b>TOTAL IBIZA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>22.2</b>	<b>22.2</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.9</b>	<b>3</b>	<b>9</b>		
<b>MAHON</b>	TUI AIRWAYS LTD	C	15	0	0	6.7	40.0	13.3	0.0	13.3	0.0	6.7	20.0	0.0	0.0	60	87.5	3	16		
<b>TOTAL MAHON</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>40.0</b>	<b>13.3</b>	<b>0.0</b>	<b>13.3</b>	<b>0.0</b>	<b>6.7</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>87.5</b>	<b>3</b>	<b>16</b>		
<b>MALAGA</b>	FLYBE LTD	S	35	0	0	0.0	25.7	45.7	17.1	0.0	2.9	5.7	2.9	0.0	0.0	22	75.8	11	33		
<b>TOTAL MALAGA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.7</b>	<b>45.7</b>	<b>17.1</b>	<b>0.0</b>	<b>2.9</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>75.8</b>	<b>11</b>	<b>33</b>		
<b>PALMA DE MALLORCA</b>	AIR EUROPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>PALMA DE MALLORCA</b>	ALBA STAR	C	2	1	0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0	0	0		
<b>PALMA DE MALLORCA</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	2	0.0	0	0		
<b>PALMA DE MALLORCA</b>	FLYBE LTD	S	19	0	0	0.0	5.3	47.4	15.8	26.3	5.3	0.0	0.0	0.0	0.0	21	44.4	20	18		
<b>PALMA DE MALLORCA</b>	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	83.3	10	6		
<b>PALMA DE MALLORCA</b>	TUI AIRWAYS LTD	C	19	0	0	0.0	26.3	47.4	10.5	5.3	0.0	10.5	0.0	0.0	0.0	20	81.8	8	22		
<b>TOTAL PALMA DE MALLORCA</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>47.6</b>	<b>11.9</b>	<b>14.3</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>19</b>	<b>68.1</b>	<b>13</b>	<b>47</b>		
<b>TOTAL SPAIN</b>			<b>135</b>	<b>1</b>	<b>0</b>	<b>1.5</b>	<b>24.3</b>	<b>42.6</b>	<b>11.8</b>	<b>9.6</b>	<b>2.2</b>	<b>4.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.7</b>	<b>23</b>	<b>71.6</b>	<b>12</b>	<b>141</b>		
<b>SPAIN(CANARY ISLANDS)</b>																					
<b>ARRECIFE</b>	TUI AIRWAYS LTD	C	17	0	0	0.0	52.9	29.4	0.0	17.6	0.0	0.0	0.0	0.0	0.0	7	87.5	3	16		
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.9</b>	<b>29.4</b>	<b>0.0</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>87.5</b>	<b>3</b>	<b>16</b>		
<b>LAS PALMAS</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	12.5	0.0	12.5	25.0	12.5	0.0	0.0	78	100.0	1	10		
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>78</b>	<b>100.0</b>	<b>1</b>	<b>10</b>		
<b>TENERIFE (SURREINA SOFIA)</b>	TUI AIRWAYS LTD	C	11	0	0	0.0	0.0	36.4	18.2	27.3	9.1	9.1	0.0	0.0	0.0	41	90.0	4	10		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.4</b>	<b>18.2</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>41</b>	<b>90.0</b>	<b>4</b>	<b>10</b>		
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>33.3</b>	<b>8.3</b>	<b>16.7</b>	<b>5.6</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>91.7</b>	<b>3</b>	<b>36</b>		
<b>TURKEY</b>																					
<b>DALAMAN</b>	FREEBIRD AIRLINES	C	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	26	57.1	15	7		
<b>DALAMAN</b>	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	0	2		
<b>TOTAL DALAMAN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>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>26</b>	<b>66.7</b>	<b>12</b>	<b>9</b>		
<b>TOTAL TURKEY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>66.7</b>	<b>12</b>	<b>9</b>		
<b>UNITED KINGDOM</b>																					
<b>BELFAST CITY (GEORGE BEST)</b>	FLYBE LTD	S	62	0	0	0.0	37.1	51.6	6.5	3.2	1.6	0.0	0.0	0.0	0.0	7	93.5	2	62		
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.1</b>	<b>51.6</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>0.0</b>	<b>7</b>	<b>93.5</b>	<b>2</b>	<b>62</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: EXETER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
BIRMINGHAM	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
<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>39</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	FLYBE LTD	S	62	0	0	1.6	17.7	61.3	9.7	1.6	8.1	0.0	0.0	0.0	0.0	0.0	13	87.1	7	62	
<b>TOTAL EDINBURGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>17.7</b>	<b>61.3</b>	<b>9.7</b>	<b>1.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.1</b>	<b>7</b>	<b>62</b>	
GLASGOW	FLYBE LTD	S	62	0	0	0.0	16.1	59.7	12.9	9.7	1.6	0.0	0.0	0.0	0.0	0.0	12	86.9	6	61	
<b>TOTAL GLASGOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.1</b>	<b>59.7</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>12</b>	<b>86.9</b>	<b>6</b>	<b>61</b>	
GUERNSEY	FLYBE LTD	S	58	0	1	6.8	40.7	30.5	10.2	5.1	5.1	0.0	0.0	0.0	0.0	1.7	10	74.6	11	57	
<b>TOTAL GUERNSEY</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>40.7</b>	<b>30.5</b>	<b>10.2</b>	<b>5.1</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>10</b>	<b>73.3</b>	<b>11</b>	<b>57</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	100.0	0	1	
<b>TOTAL INVERNESS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
ISLES OF SCILLY (ST.MARYS)	ISLES OF SCILLY SKYBUS	S	163	0	12	6.3	38.3	32.0	8.6	5.1	1.7	0.6	0.6	0.0	0.0	6.9	10	69.0	10	159	
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>			<b>163</b>	<b>0</b>	<b>12</b>	<b>6.3</b>	<b>38.3</b>	<b>32.0</b>	<b>8.6</b>	<b>5.1</b>	<b>1.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>10</b>	<b>69.0</b>	<b>10</b>	<b>159</b>	
JERSEY	FLYBE LTD	S	54	0	1	3.6	38.2	43.6	3.6	1.8	7.3	0.0	0.0	0.0	0.0	1.8	9	82.5	14	57	
<b>TOTAL JERSEY</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>38.2</b>	<b>43.6</b>	<b>3.6</b>	<b>1.8</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>9</b>	<b>82.5</b>	<b>14</b>	<b>57</b>	
LONDON CITY	FLYBE LTD	S	62	0	0	3.2	41.9	33.9	4.8	6.5	6.5	3.2	0.0	0.0	0.0	0.0	15	93.2	2	59	
<b>TOTAL LONDON CITY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>41.9</b>	<b>33.9</b>	<b>4.8</b>	<b>6.5</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>15</b>	<b>93.2</b>	<b>2</b>	<b>59</b>	
LUTON	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2	
<b>TOTAL LUTON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MANCHESTER	FLYBE LTD	S	161	0	1	2.5	48.1	33.3	5.6	3.1	5.6	1.2	0.0	0.0	0.0	0.6	10	88.4	7	224	
<b>TOTAL MANCHESTER</b>			<b>161</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>48.1</b>	<b>33.3</b>	<b>5.6</b>	<b>3.1</b>	<b>5.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>88.0</b>	<b>7</b>	<b>224</b>	
NEWCASTLE	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	
NEWCASTLE	FLYBE LTD	S	62	0	0	1.6	51.6	27.4	8.1	3.2	4.8	0.0	3.2	0.0	0.0	0.0	16	74.2	13	62	
<b>TOTAL NEWCASTLE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>53.1</b>	<b>26.6</b>	<b>7.8</b>	<b>3.1</b>	<b>4.7</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>74.2</b>	<b>13</b>	<b>62</b>	
NORWICH	FLYBE LTD	S	36	0	0	0.0	25.0	55.6	5.6	2.8	5.6	2.8	2.8	0.0	0.0	0.0	19	52.8	24	36	
<b>TOTAL NORWICH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>55.6</b>	<b>5.6</b>	<b>2.8</b>	<b>5.6</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>52.8</b>	<b>24</b>	<b>36</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	100.0	5	1	
<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>100.0</b>	<b>5</b>	<b>1</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>785</b>	<b>1</b>	<b>15</b>	<b>3.1</b>	<b>37.8</b>	<b>39.6</b>	<b>7.5</b>	<b>4.4</b>	<b>4.4</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.1</b>	<b>1.9</b>	<b>11</b>	<b>80.5</b>	<b>9</b>	<b>843</b>	
<b>TOTAL EXETER</b>			<b>1212</b>	<b>4</b>	<b>15</b>	<b>3.7</b>	<b>34.8</b>	<b>39.4</b>	<b>8.5</b>	<b>5.5</b>	<b>3.7</b>	<b>1.9</b>	<b>0.8</b>	<b>0.1</b>	<b>0.3</b>	<b>1.2</b>	<b>14</b>	<b>79.6</b>	<b>9</b>	<b>1284</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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								
<b>ALBANIA</b>																					
TIRANA	BRITISH AIRWAYS PLC	S	43	0	0	7.0	20.9	37.2	9.3	11.6	11.6	0.0	0.0	2.3	0.0	0.0	47	87.0	6	44	
TIRANA	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	
TIRANA	TITAN AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	23	1	
<b>TOTAL TIRANA</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>20.0</b>	<b>35.6</b>	<b>8.9</b>	<b>13.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>47</b>	<b>85.1</b>	<b>6</b>	<b>45</b>	
<b>TOTAL ALBANIA</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>20.0</b>	<b>35.6</b>	<b>8.9</b>	<b>13.3</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>47</b>	<b>85.1</b>	<b>6</b>	<b>45</b>	
<b>ALGERIA</b>																					
ALGIERS	BRITISH AIRWAYS PLC	S	38	0	2	15.0	40.0	25.0	7.5	2.5	2.5	2.5	0.0	0.0	0.0	5.0	9	88.5	8	52	
<b>TOTAL ALGIERS</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>15.0</b>	<b>40.0</b>	<b>25.0</b>	<b>7.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>9</b>	<b>88.5</b>	<b>8</b>	<b>52</b>	
<b>TOTAL ALGERIA</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>15.0</b>	<b>40.0</b>	<b>25.0</b>	<b>7.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>9</b>	<b>88.5</b>	<b>8</b>	<b>52</b>	
<b>ANTIGUA AND BARBUDA</b>																					
ANTIGUA	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	0.0	33.3	40.7	11.1	11.1	0.0	0.0	3.7	0.0	0.0	0.0	19	87.5	5	16	
<b>TOTAL ANTIGUA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>40.7</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>40.7</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>5</b>	<b>16</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	NORWEGIAN AIR UK LTD	S	34	0	0	32.4	47.1	11.8	5.9	0.0	2.9	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL BUENOS AIRES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>32.4</b>	<b>47.1</b>	<b>11.8</b>	<b>5.9</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ARGENTINA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>32.4</b>	<b>47.1</b>	<b>11.8</b>	<b>5.9</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>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	28	0	0	0.0	25.0	28.6	7.1	14.3	10.7	7.1	7.1	0.0	0.0	0.0	45	76.9	8	26	
INNSBRUCK	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	22	2	
<b>TOTAL INNSBRUCK</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.1</b>	<b>31.0</b>	<b>6.9</b>	<b>13.8</b>	<b>10.3</b>	<b>6.9</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>75.0</b>	<b>9</b>	<b>28</b>	
SALZBURG	BRITISH AIRWAYS PLC	S	54	0	0	11.1	40.7	29.6	3.7	3.7	7.4	1.9	1.9	0.0	0.0	0.0	17	86.5	9	51	
SALZBURG	PRIVILEGE STYLE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1	
SALZBURG	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	91	100.0	14	1	
<b>TOTAL SALZBURG</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>40.0</b>	<b>29.1</b>	<b>3.6</b>	<b>3.6</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>18</b>	<b>87.0</b>	<b>9</b>	<b>53</b>	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	161	0	0	1.9	24.8	36.6	14.3	9.3	7.5	3.7	1.9	0.0	0.0	0.0	26	63.8	19	116	
<b>TOTAL VIENNA</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>24.8</b>	<b>36.6</b>	<b>14.3</b>	<b>9.3</b>	<b>7.5</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>63.8</b>	<b>19</b>	<b>116</b>	
<b>TOTAL AUSTRIA</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>28.2</b>	<b>34.3</b>	<b>11.0</b>	<b>8.6</b>	<b>8.2</b>	<b>3.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>71.7</b>	<b>15</b>	<b>197</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	100.0	10	1	
<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>100.0</b>	<b>10</b>	<b>1</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>100.0</b>	<b>10</b>	<b>1</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	0	1.6	51.6	29.0	9.7	3.2	4.8	0.0	0.0	0.0	0.0	0.0	8	86.2	5	56	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>BRIDGETOWN</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	100.0	0	1	
<b>BRIDGETOWN</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	14.5	33.9	24.2	9.7	4.8	9.7	3.2	0.0	0.0	0.0	0.0	18	88.9	7	63	
<b>TOTAL BRIDGETOWN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>42.7</b>	<b>26.6</b>	<b>9.7</b>	<b>4.0</b>	<b>7.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.7</b>	<b>6</b>	<b>120</b>	
<b>TOTAL BARBADOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>42.7</b>	<b>26.6</b>	<b>9.7</b>	<b>4.0</b>	<b>7.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.7</b>	<b>6</b>	<b>120</b>	
<b>BELARUS</b>																					
<b>MINSK INT'L</b>	BELAVIA (BELARUSSIAN AIRLINES)	S	29	0	0	10.3	41.4	27.6	10.3	3.4	6.9	0.0	0.0	0.0	0.0	0.0	11	78.6	22	28	
<b>TOTAL MINSK INT'L</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>41.4</b>	<b>27.6</b>	<b>10.3</b>	<b>3.4</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>11</b>	<b>78.6</b>	<b>22</b>	<b>28</b>	
<b>TOTAL BELARUS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>41.4</b>	<b>27.6</b>	<b>10.3</b>	<b>3.4</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>11</b>	<b>78.6</b>	<b>22</b>	<b>28</b>	
<b>BELGIUM</b>																					
<b>BRUSSELS</b>	TUI AIRWAYS LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL BRUSSELS</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>BERMUDA</b>																					
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	61	0	1	16.1	56.5	16.1	1.6	1.6	6.5	0.0	0.0	0.0	0.0	1.6	6	90.2	6	60	
<b>TOTAL BERMUDA</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>16.1</b>	<b>56.5</b>	<b>16.1</b>	<b>1.6</b>	<b>1.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>90.2</b>	<b>6</b>	<b>60</b>	
<b>TOTAL BERMUDA</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>16.1</b>	<b>56.5</b>	<b>16.1</b>	<b>1.6</b>	<b>1.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>90.2</b>	<b>6</b>	<b>60</b>	
<b>BULGARIA</b>																					
<b>BURGAS</b>	BH AIR	C	4	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	64	0.0	21	1	
<b>BURGAS</b>	NORWEGIAN AIR INTERNATIONAL	C	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	22	0.0	0	0	
<b>BURGAS</b>	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	25.0	12.5	37.5	0.0	0.0	0.0	25.0	0.0	0.0	374	91.7	7	12	
<b>BURGAS</b>	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	28.6	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	2	8	
<b>TOTAL BURGAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>20.8</b>	<b>12.5</b>	<b>33.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>146</b>	<b>90.5</b>	<b>6</b>	<b>21</b>	
<b>SOFIA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	1.6	27.4	48.4	9.7	6.5	3.2	1.6	1.6	0.0	0.0	0.0	16	83.9	8	62	
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>27.4</b>	<b>48.4</b>	<b>9.7</b>	<b>6.5</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>16</b>	<b>83.9</b>	<b>8</b>	<b>62</b>	
<b>VARNA</b>	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
<b>TOTAL VARNA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.0</b>	<b>0.0</b>	<b>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>45</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BULGARIA</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>22.0</b>	<b>40.7</b>	<b>9.9</b>	<b>14.3</b>	<b>7.7</b>	<b>1.1</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>52</b>	<b>85.5</b>	<b>8</b>	<b>83</b>	
<b>CANADA</b>																					
<b>CALGARY</b>	AIR TRANSAT	S	12	0	0	0.0	41.7	25.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	12.5	68	8	
<b>CALGARY</b>	WEST JET AIRLINES	S	50	0	2	15.4	40.4	17.3	7.7	9.6	3.8	1.9	0.0	0.0	0.0	3.8	14	54.5	26	50	
<b>TOTAL CALGARY</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>40.6</b>	<b>18.8</b>	<b>9.4</b>	<b>10.9</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>13</b>	<b>49.2</b>	<b>32</b>	<b>58</b>	
<b>HALIFAX INT</b>	WEST JET AIRLINES	S	55	0	1	3.6	25.0	39.3	25.0	5.4	0.0	0.0	0.0	0.0	0.0	1.8	10	0.0	0	0	
<b>TOTAL HALIFAX INT</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>25.0</b>	<b>39.3</b>	<b>25.0</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>MONTREAL (DORVAL)</b>	AIR TRANSAT	S	12	0	0	8.3	41.7	25.0	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	16	66.7	23	12	
<b>TOTAL MONTREAL (DORVAL)</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>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>16</b>	<b>66.7</b>	<b>23</b>	<b>12</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
OTTAWA INTERNATIONAL	WEST JET AIRLINES	S	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	56.0	26	50	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</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>0.0</b>	<b>1</b>	<b>56.0</b>	<b>26</b>	<b>50</b>	
TORONTO	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	0.0	0	42.9	16	14	
TORONTO	AIR TRANSAT	S	64	0	0	3.1	20.3	37.5	15.6	7.8	10.9	4.7	0.0	0.0	0.0	0.0	25	29.7	45	64	
TORONTO	BRITISH AIRWAYS PLC	S	26	0	0	19.2	23.1	26.9	11.5	15.4	3.8	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
TORONTO	WEST JET AIRLINES	S	62	0	0	19.4	25.8	27.4	12.9	4.8	4.8	3.2	1.6	0.0	0.0	0.0	19	63.5	16	63	
<b>TOTAL TORONTO</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>23.0</b>	<b>31.6</b>	<b>13.8</b>	<b>7.9</b>	<b>7.2</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>46.1</b>	<b>29</b>	<b>141</b>	
VANCOUVER	AIR TRANSAT	S	34	0	0	8.8	20.6	50.0	11.8	5.9	2.9	0.0	0.0	0.0	0.0	0.0	10	64.3	17	28	
VANCOUVER	WEST JET AIRLINES	S	54	0	1	3.6	36.4	32.7	10.9	5.5	5.5	3.6	0.0	0.0	0.0	1.8	16	58.9	21	53	
<b>TOTAL VANCOUVER</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>5.6</b>	<b>30.3</b>	<b>39.3</b>	<b>11.2</b>	<b>5.6</b>	<b>4.5</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>14</b>	<b>60.7</b>	<b>19</b>	<b>81</b>	
<b>TOTAL CANADA</b>			<b>374</b>	<b>0</b>	<b>4</b>	<b>9.3</b>	<b>29.1</b>	<b>32.3</b>	<b>13.8</b>	<b>7.4</b>	<b>4.8</b>	<b>2.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>52.3</b>	<b>27</b>	<b>342</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	26	0	0	3.8	7.7	50.0	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	28	55.6	28	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>7.7</b>	<b>50.0</b>	<b>15.4</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>55.6</b>	<b>28</b>	<b>26</b>	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	17	0	0	0.0	35.3	47.1	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	15	18	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.3</b>	<b>47.1</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>66.7</b>	<b>15</b>	<b>18</b>	
<b>TOTAL CAPE VERDE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>18.6</b>	<b>48.8</b>	<b>14.0</b>	<b>7.0</b>	<b>4.7</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>60.0</b>	<b>22</b>	<b>44</b>	
<b>CHINA</b>																					
TIANJIN	TIANJIN AIRLINES	S	18	0	0	33.3	16.7	22.2	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	72.2	15	18	
<b>TOTAL TIANJIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>16.7</b>	<b>22.2</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>10</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
<b>TOTAL CHINA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>16.7</b>	<b>22.2</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>10</b>	<b>72.2</b>	<b>15</b>	<b>18</b>	
<b>COSTA RICA</b>																					
LIBERIA	TUI AIRWAYS LTD	C	9	0	1	20.0	20.0	30.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	32	77.8	12	9	
<b>TOTAL LIBERIA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>20.0</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>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>32</b>	<b>77.8</b>	<b>12</b>	<b>9</b>	
SAN JOSE COST RICA	BRITISH AIRWAYS PLC	S	18	0	0	5.6	61.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	58.8	36	17	
<b>TOTAL SAN JOSE COST RICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>58.8</b>	<b>36</b>	<b>17</b>	
<b>TOTAL COSTA RICA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>10.7</b>	<b>46.4</b>	<b>17.9</b>	<b>10.7</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>16</b>	<b>65.4</b>	<b>28</b>	<b>26</b>	
<b>CROATIA</b>																					
DUBROVNIK	BRITISH AIRWAYS PLC	S	86	0	0	15.1	34.9	31.4	2.3	10.5	2.3	3.5	0.0	0.0	0.0	0.0	14	96.2	7	78	
DUBROVNIK	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	100.0	0	1	
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	64	0	0	4.7	21.9	42.2	10.9	12.5	4.7	1.6	1.6	0.0	0.0	0.0	20	68.8	17	64	
DUBROVNIK	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	93.5	8	46	
DUBROVNIK	NORWEGIAN AIR INTERNATIONAL	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	7	83.3	9	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
DUBROVNIK	TUI AIRWAYS LTD	S	17	0	0	5.9	11.8	58.8	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	86.7	7	15
<b>TOTAL DUBROVNIK</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>27.4</b>	<b>39.4</b>	<b>6.9</b>	<b>10.9</b>	<b>2.9</b>	<b>2.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>86.0</b>	<b>10</b>	<b>222</b>
PULA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	44.4	0.0	16.7	22.2	5.6	0.0	0.0	0.0	0.0	34	72.2	40	18
PULA	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	50.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	37	66.7	20	15
<b>TOTAL PULA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>47.1</b>	<b>0.0</b>	<b>8.8</b>	<b>29.4</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>69.7</b>	<b>31</b>	<b>33</b>
SPLIT	CROATIA AIRLINES	S	16	0	0	0.0	25.0	50.0	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	13	38.9	30	18
SPLIT	EASYJET AIRLINE COMPANY LTD	S	72	0	0	5.6	27.8	38.9	8.3	8.3	6.9	4.2	0.0	0.0	0.0	0.0	19	81.9	8	72
SPLIT	NORWEGIAN AIR INTERNATIONAL	C	14	0	0	14.3	42.9	21.4	7.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	22	0.0	0	0
SPLIT	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	11.1	44.4	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	23	61.1	20	18
SPLIT	THOMAS COOK AIRLINES LTD	S	12	0	0	0.0	25.0	33.3	8.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
SPLIT	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	33	6
<b>TOTAL SPLIT</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>26.5</b>	<b>38.6</b>	<b>11.4</b>	<b>8.3</b>	<b>6.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.2</b>	<b>15</b>	<b>114</b>
ZAGREB	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	96.4	3	28
<b>TOTAL ZAGREB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>96.4</b>	<b>3</b>	<b>28</b>
<b>TOTAL CROATIA</b>			<b>341</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>25.5</b>	<b>39.9</b>	<b>7.9</b>	<b>9.7</b>	<b>7.0</b>	<b>2.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>80.9</b>	<b>13</b>	<b>397</b>
<b>CUBA</b>																				
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	24	44.4	44	9
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>44.4</b>	<b>44</b>	<b>9</b>
HAVANA	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	16.7	5.6	44.4	5.6	5.6	22.2	0.0	0.0	0.0	0.0	0.0	31	72.2	13	18
<b>TOTAL HAVANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>5.6</b>	<b>44.4</b>	<b>5.6</b>	<b>5.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>72.2</b>	<b>13</b>	<b>18</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	10	0	0	30.0	20.0	10.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	74	60.0	16	10
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>10</b>	<b>0</b>	<b>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>20.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74</b>	<b>60.0</b>	<b>16</b>	<b>10</b>
VARADERO	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	23	8
VARADERO	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	9
<b>TOTAL VARADERO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>12.5</b>	<b>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>82.4</b>	<b>11</b>	<b>17</b>
<b>TOTAL CUBA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>11.4</b>	<b>36.4</b>	<b>9.1</b>	<b>9.1</b>	<b>11.4</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>68.5</b>	<b>18</b>	<b>54</b>
<b>CYPRUS</b>																				
LARNACA	BRITISH AIRWAYS PLC	S	28	0	0	7.1	21.4	39.3	10.7	3.6	10.7	0.0	3.6	3.6	0.0	0.0	66	69.2	22	26
LARNACA	COBALT	S	73	0	0	11.0	23.3	32.9	15.1	5.5	9.6	2.7	0.0	0.0	0.0	0.0	18	0.0	0	0
LARNACA	EASYJET AIRLINE COMPANY LTD	S	62	0	1	1.6	11.1	36.5	15.9	17.5	12.7	1.6	1.6	0.0	0.0	1.6	29	54.8	20	62
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	62.5	16	8

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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		
LARNACA	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	10.0	10.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	29	9	
LARNACA	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	22.2	33.3	38.9	5.6	0.0	0.0	0.0	0.0	0.0	14	66.7	16	18	
LARNACA	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	100.0	1	2	
LARNACA	THOMAS COOK AIRLINES LTD	S	26	0	0	3.8	11.5	15.4	15.4	15.4	26.9	7.7	3.8	0.0	0.0	51	56.0	18	25	
LARNACA	TUI AIRWAYS LTD	C	24	0	0	0.0	12.5	37.5	20.8	16.7	4.2	8.3	0.0	0.0	0.0	29	69.0	22	29	
<b>TOTAL LARNACA</b>			<b>241</b>	<b>0</b>	<b>1</b>	<b>5.4</b>	<b>16.9</b>	<b>34.3</b>	<b>17.4</b>	<b>10.3</b>	<b>10.7</b>	<b>2.9</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>30</b>	<b>62.6</b>	<b>20</b>	<b>179</b>	
PAPHOS	BRITISH AIRWAYS PLC	S	44	0	0	15.9	18.2	56.8	2.3	2.3	4.5	0.0	0.0	0.0	0.0	8	75.0	11	42	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	123	0	0	1.6	10.6	44.7	17.1	13.0	9.8	2.4	0.8	0.0	0.0	26	63.7	16	123	
PAPHOS	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	4	18	
PAPHOS	NORWEGIAN AIR INTERNATIONAL	C	2	0	0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	89	0.0	0	0	
PAPHOS	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	22.2	22.2	22.2	5.6	22.2	0.0	0.0	0.0	0.0	34	60.0	20	20	
PAPHOS	TUI AIRWAYS LTD	C	50	0	1	2.0	11.8	35.3	19.6	13.7	11.8	3.9	0.0	0.0	2.0	30	78.8	14	51	
<b>TOTAL PAPHOS</b>			<b>237</b>	<b>0</b>	<b>1</b>	<b>4.6</b>	<b>13.0</b>	<b>42.9</b>	<b>15.1</b>	<b>10.9</b>	<b>10.1</b>	<b>2.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>70.5</b>	<b>14</b>	<b>254</b>	
<b>TOTAL CYPRUS</b>			<b>478</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>15.0</b>	<b>38.5</b>	<b>16.3</b>	<b>10.6</b>	<b>10.4</b>	<b>2.7</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>28</b>	<b>67.3</b>	<b>17</b>	<b>433</b>	
<b>CZECH REPUBLIC</b>																				
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	113	0	2	7.0	20.9	23.5	15.7	13.0	9.6	7.0	1.7	0.0	0.0	1.7	33	65.0	17	117
PRAGUE	SMARTWINGS	S	34	0	0	0.0	20.6	32.4	20.6	14.7	11.8	0.0	0.0	0.0	0.0	23	81.9	8	94	
<b>TOTAL PRAGUE</b>			<b>147</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>20.8</b>	<b>25.5</b>	<b>16.8</b>	<b>13.4</b>	<b>10.1</b>	<b>5.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>31</b>	<b>72.5</b>	<b>13</b>	<b>211</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>147</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>20.8</b>	<b>25.5</b>	<b>16.8</b>	<b>13.4</b>	<b>10.1</b>	<b>5.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>31</b>	<b>72.5</b>	<b>13</b>	<b>211</b>
<b>DENMARK</b>																				
AALBORG	NORWEGIAN AIR INTERNATIONAL	S	28	0	0	3.6	28.6	32.1	0.0	10.7	25.0	0.0	0.0	0.0	0.0	27	69.2	21	26	
<b>TOTAL AALBORG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>28.6</b>	<b>32.1</b>	<b>0.0</b>	<b>10.7</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>69.2</b>	<b>21</b>	<b>26</b>	
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	174	0	4	11.8	35.4	28.7	9.0	6.2	5.6	1.1	0.0	0.0	2.2	13	71.5	12	178	
COPENHAGEN	NORWEGIAN AIR INTERNATIONAL	S	284	0	2	7.7	37.4	28.3	7.3	6.6	8.4	1.7	1.7	0.0	0.0	0.7	20	68.0	17	278
<b>TOTAL COPENHAGEN</b>			<b>458</b>	<b>0</b>	<b>6</b>	<b>9.3</b>	<b>36.6</b>	<b>28.4</b>	<b>8.0</b>	<b>6.5</b>	<b>7.3</b>	<b>1.5</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>17</b>	<b>69.4</b>	<b>15</b>	<b>456</b>
<b>TOTAL DENMARK</b>			<b>486</b>	<b>0</b>	<b>6</b>	<b>8.9</b>	<b>36.2</b>	<b>28.7</b>	<b>7.5</b>	<b>6.7</b>	<b>8.3</b>	<b>1.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>18</b>	<b>69.4</b>	<b>15</b>	<b>482</b>
<b>DOMINICAN REPUBLIC</b>																				
PUERTO PLATA	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	75.0	37	8	
<b>TOTAL PUERTO PLATA</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>75.0</b>	<b>37</b>	<b>8</b>	
PUNTA CANA	BRITISH AIRWAYS PLC	S	27	0	0	0.0	40.7	25.9	18.5	7.4	7.4	0.0	0.0	0.0	0.0	15	88.9	11	27	
PUNTA CANA	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	53.8	26.9	0.0	3.8	0.0	0.0	0.0	0.0	12	76.9	10	26	
<b>TOTAL PUNTA CANA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>39.6</b>	<b>22.6</b>	<b>3.8</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>83.0</b>	<b>10</b>	<b>53</b>	
<b>TOTAL DOMINICAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.6</b>	<b>38.9</b>	<b>22.2</b>	<b>3.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.0</b>	<b>14</b>	<b>61</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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>EGYPT</b>																					
HURGHADA	EASYJET AIRLINE COMPANY LTD	S	17	0	1	0.0	22.2	38.9	16.7	5.6	5.6	5.6	0.0	0.0	0.0	5.6	25	55.6	15	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	48.7	22	36	
HURGHADA	THOMAS COOK AIRLINES LTD	S	35	0	0	14.3	17.1	20.0	11.4	8.6	14.3	8.6	2.9	2.9	0.0	0.0	88	0.0	0	0	
HURGHADA	TUI AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
HURGHADA	TUI AIRWAYS LTD	S	24	0	1	0.0	20.0	32.0	12.0	8.0	20.0	0.0	0.0	4.0	0.0	4.0	62	72.2	10	18	
<b>TOTAL HURGHADA</b>			<b>76</b>	<b>0</b>	<b>3</b>	<b>6.3</b>	<b>19.0</b>	<b>27.8</b>	<b>12.7</b>	<b>7.6</b>	<b>13.9</b>	<b>5.1</b>	<b>1.3</b>	<b>2.5</b>	<b>0.0</b>	<b>3.8</b>	<b>65</b>	<b>56.0</b>	<b>17</b>	<b>72</b>	
MARSA ALAM	TUI AIRWAYS 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	11	44.4	19	9	
<b>TOTAL MARSA ALAM</b>			<b>10</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>11</b>	<b>44.4</b>	<b>19</b>	<b>9</b>	
<b>TOTAL EGYPT</b>			<b>86</b>	<b>0</b>	<b>3</b>	<b>5.6</b>	<b>16.9</b>	<b>33.7</b>	<b>13.5</b>	<b>6.7</b>	<b>12.4</b>	<b>4.5</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>3.4</b>	<b>59</b>	<b>54.8</b>	<b>18</b>	<b>81</b>	
<b>ESTONIA</b>																					
TALLIN	AIR BALTIC	S	14	0	0	0.0	28.6	42.9	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	23	0.0	0	0	
TALLIN	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	27.8	33.3	11.1	5.6	11.1	5.6	0.0	0.0	0.0	0.0	24	77.8	8	18	
<b>TOTAL TALLIN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>28.1</b>	<b>37.5</b>	<b>9.4</b>	<b>6.3</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>23</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>TOTAL ESTONIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>28.1</b>	<b>37.5</b>	<b>9.4</b>	<b>6.3</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>23</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
<b>FINLAND</b>																					
HELSINKI	NORWEGIAN AIR INTERNATIONAL	S	116	0	0	3.4	27.6	41.4	9.5	12.1	4.3	1.7	0.0	0.0	0.0	0.0	16	68.1	14	116	
<b>TOTAL HELSINKI</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>27.6</b>	<b>41.4</b>	<b>9.5</b>	<b>12.1</b>	<b>4.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>68.1</b>	<b>14</b>	<b>116</b>	
<b>TOTAL FINLAND</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>27.6</b>	<b>41.4</b>	<b>9.5</b>	<b>12.1</b>	<b>4.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>68.1</b>	<b>14</b>	<b>116</b>	
<b>FRANCE</b>																					
AJACCIO	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	12.5	12.5	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	29	100.0	3	8	
<b>TOTAL AJACCIO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>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>29</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
BASTIA	EASYJET AIRLINE COMPANY 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	9	75.0	7	8	
<b>TOTAL BASTIA</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>9</b>	<b>75.0</b>	<b>7</b>	<b>8</b>	
BIARRITZ	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	40	60.0	8	4	
<b>TOTAL BIARRITZ</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>60.0</b>	<b>8</b>	<b>4</b>	
BORDEAUX	BRITISH AIRWAYS PLC	S	94	0	0	17.0	38.3	30.9	5.3	5.3	3.2	0.0	0.0	0.0	0.0	0.0	8	83.0	9	92	
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	122	0	8	13.1	26.9	25.4	4.6	11.5	6.9	2.3	3.1	0.0	0.0	6.2	25	56.6	24	136	
<b>TOTAL BORDEAUX</b>			<b>216</b>	<b>0</b>	<b>8</b>	<b>14.7</b>	<b>31.7</b>	<b>27.7</b>	<b>4.9</b>	<b>8.9</b>	<b>5.4</b>	<b>1.3</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>18</b>	<b>67.4</b>	<b>18</b>	<b>228</b>	
CHATEAUROUX DEOLS	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	0.0	17	1	
<b>TOTAL CHATEAUROUX DEOLS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>17</b>	<b>1</b>	
FIGARI	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	69	100.0	3	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 FIGARI</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>69</b>	<b>100.0</b>	<b>3</b>	<b>2</b>		
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	10	0	2	0.0	33.3	25.0	8.3	8.3	0.0	0.0	0.0	0.0	16.7	22	57.1	20	14		
<b>TOTAL LA ROCHELLE</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</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>16.7</b>	<b>22</b>	<b>57.1</b>	<b>20</b>	<b>14</b>		
LIMOGES	BRITISH AIRWAYS PLC	S	6	0	0	0.0	0.0	50.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	19	50.0	17	4		
<b>TOTAL LIMOGES</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.0</b>	<b>17</b>	<b>4</b>		
LYON	EASYJET AIRLINE COMPANY LTD	S	110	0	6	1.7	21.6	30.2	12.1	15.5	7.8	3.4	2.6	0.0	0.0	5.2	32	54.9	29	122	
<b>TOTAL LYON</b>			<b>110</b>	<b>0</b>	<b>6</b>	<b>1.7</b>	<b>21.6</b>	<b>30.2</b>	<b>12.1</b>	<b>15.5</b>	<b>7.8</b>	<b>3.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>32</b>	<b>54.9</b>	<b>29</b>	<b>122</b>	
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	105	0	8	0.9	23.0	33.6	9.7	14.2	8.0	0.9	2.7	0.0	0.0	7.1	27	67.5	14	114	
<b>TOTAL MARSEILLE</b>			<b>105</b>	<b>0</b>	<b>8</b>	<b>0.9</b>	<b>23.0</b>	<b>33.6</b>	<b>9.7</b>	<b>14.2</b>	<b>8.0</b>	<b>0.9</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>27</b>	<b>67.5</b>	<b>14</b>	<b>114</b>	
MONTPELLIER	EASYJET AIRLINE COMPANY LTD	S	101	0	2	2.9	18.4	33.0	21.4	10.7	5.8	0.0	5.8	0.0	0.0	1.9	29	68.3	19	104	
<b>TOTAL MONTPELLIER</b>			<b>101</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>18.4</b>	<b>33.0</b>	<b>21.4</b>	<b>10.7</b>	<b>5.8</b>	<b>0.0</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>29</b>	<b>68.3</b>	<b>19</b>	<b>104</b>	
NANTES	EASYJET AIRLINE COMPANY LTD	S	98	0	4	2.9	28.4	40.2	8.8	4.9	6.9	2.9	1.0	0.0	0.0	3.9	20	76.5	16	102	
<b>TOTAL NANTES</b>			<b>98</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>28.4</b>	<b>40.2</b>	<b>8.8</b>	<b>4.9</b>	<b>6.9</b>	<b>2.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>20</b>	<b>76.5</b>	<b>16</b>	<b>102</b>	
NICE	BRITISH AIRWAYS PLC	S	128	0	4	15.2	30.3	31.8	6.8	6.1	4.5	2.3	0.0	0.0	3.0	14	81.6	8	139		
NICE	EASYJET AIRLINE COMPANY LTD	S	318	0	10	7.0	23.2	31.1	10.4	13.1	8.5	2.1	1.2	0.3	0.0	3.0	26	72.1	17	322	
NICE	LUXAIR	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	27	2		
NICE	NEOS SPA	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	10	2		
NICE	SUN EXPRESS DEUTSCHLAND	C	0	0	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		
NICE	THOMAS COOK SCANDANAVIA	C	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
<b>TOTAL NICE</b>			<b>450</b>	<b>0</b>	<b>14</b>	<b>9.3</b>	<b>25.0</b>	<b>31.5</b>	<b>9.7</b>	<b>11.0</b>	<b>7.3</b>	<b>2.2</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>3.0</b>	<b>22</b>	<b>74.6</b>	<b>14</b>	<b>466</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	172	0	6	7.9	36.0	30.9	8.4	6.2	6.2	0.6	0.6	0.0	0.0	3.4	14	62.9	19	178	
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	100.0	0	1		
PARIS (CHARLES DE GAULLE)	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	100.0	0	0.0	0	0		
PARIS (CHARLES DE GAULLE)	VUELING AIRLINES	S	106	0	0	9.4	46.2	23.6	5.7	6.6	6.6	1.9	0.0	0.0	0.0	15	85.6	9	96		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>278</b>	<b>0</b>	<b>7</b>	<b>8.4</b>	<b>39.6</b>	<b>28.1</b>	<b>7.4</b>	<b>6.3</b>	<b>6.3</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>15</b>	<b>71.0</b>	<b>15</b>	<b>275</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	100.0	1	26		
<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</b>	<b>100.0</b>	<b>1</b>	<b>26</b>		
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	187	0	4	8.4	33.5	28.8	11.0	9.9	3.1	2.1	1.0	0.0	0.0	2.1	18	68.4	18	190	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>187</b>	<b>0</b>	<b>4</b>	<b>8.4</b>	<b>33.5</b>	<b>28.8</b>	<b>11.0</b>	<b>9.9</b>	<b>3.1</b>	<b>2.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>18</b>	<b>68.4</b>	<b>18</b>	<b>190</b>	
<b>TOTAL FRANCE</b>			<b>1583</b>	<b>0</b>	<b>55</b>	<b>7.6</b>	<b>28.7</b>	<b>30.8</b>	<b>9.8</b>	<b>10.1</b>	<b>6.4</b>	<b>1.7</b>	<b>1.5</b>	<b>0.1</b>	<b>0.0</b>	<b>3.4</b>	<b>21</b>	<b>70.3</b>	<b>17</b>	<b>1668</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

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	
<b>GAMBIA</b>																					
BANJUL	ENTER AIR	C	10	0	2	0.0	8.3	33.3	0.0	8.3	16.7	8.3	8.3	0.0	0.0	16.7	63	0.0	0	0	
BANJUL	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	22	10	
<b>TOTAL BANJUL</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.3</b>	<b>33.3</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>63</b>	<b>40.0</b>	<b>22</b>	<b>10</b>	
<b>TOTAL GAMBIA</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.3</b>	<b>33.3</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>63</b>	<b>40.0</b>	<b>22</b>	<b>10</b>	
<b>GEORGIA</b>																					
TBILISI	GEORGIAN AIRWAYS	S	22	0	2	20.8	25.0	29.2	8.3	8.3	0.0	0.0	0.0	0.0	0.0	8.3	8	100.0	2	8	
<b>TOTAL TBILISI</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>20.8</b>	<b>25.0</b>	<b>29.2</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>0.0</b>	<b>8.3</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>TOTAL GEORGIA</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>20.8</b>	<b>25.0</b>	<b>29.2</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>0.0</b>	<b>8.3</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	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	100.0	0	1	
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	130	0	0	6.9	36.9	23.1	14.6	9.2	6.2	3.1	0.0	0.0	0.0	0.0	18	71.9	17	302	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>130</b>	<b>0</b>	<b>1</b>	<b>6.9</b>	<b>36.6</b>	<b>22.9</b>	<b>14.5</b>	<b>9.2</b>	<b>6.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>18</b>	<b>71.9</b>	<b>17</b>	<b>303</b>	
BERLIN (TEGEL)	EASYJET AIRLINE COMPANY LTD	S	166	0	6	10.5	34.3	29.7	7.0	8.1	5.2	1.2	0.6	0.0	0.0	3.5	14	0.0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>			<b>166</b>	<b>0</b>	<b>6</b>	<b>10.5</b>	<b>34.3</b>	<b>29.7</b>	<b>7.0</b>	<b>8.1</b>	<b>5.2</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	114	0	2	8.6	23.3	30.2	22.4	8.6	3.4	1.7	0.0	0.0	0.0	1.7	17	59.5	18	115	
<b>TOTAL HAMBURG</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>23.3</b>	<b>30.2</b>	<b>22.4</b>	<b>8.6</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>17</b>	<b>59.5</b>	<b>18</b>	<b>115</b>	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	168	0	11	2.8	22.9	37.4	11.7	8.4	7.3	1.7	1.7	0.0	0.0	6.1	23	69.7	18	178	
<b>TOTAL MUNICH</b>			<b>168</b>	<b>0</b>	<b>11</b>	<b>2.8</b>	<b>22.9</b>	<b>37.4</b>	<b>11.7</b>	<b>8.4</b>	<b>7.3</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>23</b>	<b>69.3</b>	<b>18</b>	<b>178</b>	
STUTTART	EASYJET AIRLINE COMPANY LTD	S	80	0	5	5.9	28.2	25.9	9.4	11.8	12.9	0.0	0.0	0.0	0.0	5.9	21	58.9	21	88	
<b>TOTAL STUTTART</b>			<b>80</b>	<b>0</b>	<b>5</b>	<b>5.9</b>	<b>28.2</b>	<b>25.9</b>	<b>9.4</b>	<b>11.8</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>21</b>	<b>58.9</b>	<b>21</b>	<b>88</b>	
<b>TOTAL GERMANY</b>			<b>658</b>	<b>0</b>	<b>25</b>	<b>6.9</b>	<b>29.1</b>	<b>30.0</b>	<b>12.6</b>	<b>8.9</b>	<b>6.6</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>18</b>	<b>67.4</b>	<b>18</b>	<b>684</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	23	0.0	0	0	
<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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</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>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	10	0	0	30.0	30.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	96	0	0	5.2	25.0	44.8	12.5	11.5	0.0	0.0	0.0	1.0	0.0	0.0	15	71.4	14	98	
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	76.5	8	34	
<b>TOTAL GIBRALTAR</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>25.5</b>	<b>42.5</b>	<b>12.3</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.7</b>	<b>12</b>	<b>132</b>	
<b>TOTAL GIBRALTAR</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>25.5</b>	<b>42.5</b>	<b>12.3</b>	<b>11.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>72.7</b>	<b>12</b>	<b>132</b>	
<b>GREECE</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
ATHENS	EASYJET AIRLINE COMPANY LTD	S	101	0	2	3.9	20.4	42.7	11.7	9.7	5.8	3.9	0.0	0.0	0.0	1.9	20	71.4	16	103
ATHENS	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	0.0	34	1
<b>TOTAL ATHENS</b>			<b>101</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>20.4</b>	<b>42.7</b>	<b>11.7</b>	<b>9.7</b>	<b>5.8</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>20</b>	<b>70.8</b>	<b>16</b>	<b>104</b>
CHANIA	EASYJET AIRLINE COMPANY LTD	S	48	0	0	2.1	20.8	29.2	8.3	12.5	20.8	4.2	2.1	0.0	0.0	0.0	35	47.9	29	47
CHANIA	NORWEGIAN AIR INTERNATIONAL	C	14	0	0	7.1	28.6	42.9	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
CHANIA	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	33.3	27.8	5.6	22.2	0.0	5.6	5.6	0.0	0.0	0.0	33	84.6	13	26
CHANIA	TUI AIRWAYS LTD	C	5	0	0	0.0	0.0	40.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	45	62.5	21	16
<b>TOTAL CHANIA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>23.5</b>	<b>31.8</b>	<b>9.4</b>	<b>11.8</b>	<b>14.1</b>	<b>4.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>61.1</b>	<b>23</b>	<b>89</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	95	0	2	5.2	13.4	44.3	9.3	14.4	4.1	7.2	0.0	0.0	0.0	2.1	25	56.7	22	96
CORFU	ENTER AIR	C	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	11	4
CORFU	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	8	2
CORFU	NORWEGIAN AIR INTERNATIONAL	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	8	2
CORFU	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	8
CORFU	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	9	2
CORFU	THOMAS COOK AIRLINES LTD	S	19	0	0	5.3	21.1	47.4	0.0	0.0	15.8	10.5	0.0	0.0	0.0	0.0	31	76.2	13	21
CORFU	TUI AIRWAYS LTD	C	26	0	0	0.0	15.4	53.8	11.5	11.5	3.8	3.8	0.0	0.0	0.0	0.0	21	72.4	17	29
<b>TOTAL CORFU</b>			<b>153</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>14.8</b>	<b>47.1</b>	<b>8.4</b>	<b>11.6</b>	<b>5.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>65.5</b>	<b>18</b>	<b>164</b>
HERAKLION	BRITISH AIRWAYS PLC	S	50	0	0	8.0	24.0	52.0	2.0	4.0	8.0	2.0	0.0	0.0	0.0	0.0	13	89.6	14	48
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	124	0	0	3.2	21.8	41.1	12.9	8.1	11.3	1.6	0.0	0.0	0.0	0.0	21	63.4	18	121
HERAKLION	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	80.0	16	5
HERAKLION	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	0.0	20.0	30.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
HERAKLION	THOMAS COOK AIRLINES LTD	S	27	0	0	7.4	18.5	37.0	11.1	14.8	3.7	0.0	3.7	3.7	0.0	0.0	41	56.3	21	32
HERAKLION	TUI AIRWAYS LTD	C	20	0	0	5.0	10.0	50.0	15.0	10.0	5.0	0.0	0.0	5.0	0.0	0.0	38	75.9	10	29
<b>TOTAL HERAKLION</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>20.8</b>	<b>43.3</b>	<b>11.7</b>	<b>7.8</b>	<b>9.1</b>	<b>1.3</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>69.6</b>	<b>16</b>	<b>235</b>
KALAMATA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	27.8	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	10	18
KALAMATA	THOMAS COOK AIRLINES LTD	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	1	66.7	14	6
<b>TOTAL KALAMATA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>41.7</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>6</b>	<b>75.0</b>	<b>11</b>	<b>24</b>
KAVALA	NORWEGIAN AIR INTERNATIONAL	C	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	6	4
KAVALA	THOMAS COOK AIRLINES LTD	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	15	100.0	5	8
KAVALA	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	1	100.0	5	7

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 KAVALA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>53.3</b>	<b>6.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>100.0</b>	<b>5</b>	<b>19</b>	
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	40	0	0	5.0	17.5	40.0	10.0	12.5	7.5	5.0	2.5	0.0	0.0	0.0	30	68.4	23	38	
KEFALLINIA	ENTER AIR	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	65	50.0	35	4	
KEFALLINIA	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	0.0	45	2	
KEFALLINIA	NORWEGIAN AIR INTERNATIONAL	C	11	0	0	0.0	18.2	27.3	45.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	18	87.5	5	16	
KEFALLINIA	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	0.0	27.8	38.9	22.2	0.0	5.6	5.6	0.0	0.0	0.0	0.0	22	44.4	40	18	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	31.3	50.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	6	16	
KEFALLINIA	TUI AIRWAYS LTD	C	16	0	0	12.5	12.5	37.5	6.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	21	77.8	38	9	
<b>TOTAL KEFALLINIA</b>			<b>103</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>20.2</b>	<b>38.5</b>	<b>15.4</b>	<b>9.6</b>	<b>7.7</b>	<b>2.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>23</b>	<b>68.9</b>	<b>23</b>	<b>103</b>	
KOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	22.2	22.2	27.8	11.1	16.7	0.0	0.0	0.0	0.0	0.0	31	55.6	36	18	
KOS	ENTER AIR	C	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	17	6	
KOS	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	80.0	7	10	
KOS	NORWEGIAN AIR INTERNATIONAL	C	11	0	0	9.1	9.1	45.5	9.1	18.2	9.1	0.0	0.0	0.0	0.0	0.0	20	100.0	12	1	
KOS	THOMAS COOK AIRLINES LTD	S	23	0	0	0.0	4.3	43.5	13.0	4.3	8.7	4.3	21.7	0.0	0.0	0.0	66	68.8	9	16	
KOS	TUI AIRWAYS LTD	C	25	0	1	3.8	19.2	34.6	0.0	15.4	0.0	23.1	0.0	0.0	0.0	3.8	48	79.3	10	29	
<b>TOTAL KOS</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>13.6</b>	<b>35.8</b>	<b>13.6</b>	<b>11.1</b>	<b>7.4</b>	<b>8.6</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>44</b>	<b>71.3</b>	<b>16</b>	<b>80</b>	
LEMNOS	ENTER AIR	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	70	0.0	0	0	
LEMNOS	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	4	1	
<b>TOTAL LEMNOS</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>70</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	78	0	0	2.6	21.8	33.3	17.9	10.3	9.0	2.6	2.6	0.0	0.0	0.0	30	79.2	12	72	
<b>TOTAL MIKONOS</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>21.8</b>	<b>33.3</b>	<b>17.9</b>	<b>10.3</b>	<b>9.0</b>	<b>2.6</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>79.2</b>	<b>12</b>	<b>72</b>	
MYTILINI	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	3	8	
<b>TOTAL MYTILINI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
PREVEZA	BRITISH AIRWAYS PLC	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
PREVEZA	EASYJET AIRLINE COMPANY LTD	S	16	0	2	11.1	33.3	27.8	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11.1	6	72.2	10	18	
PREVEZA	ENTER AIR	C	9	0	1	0.0	0.0	20.0	20.0	10.0	10.0	0.0	0.0	30.0	0.0	10.0	332	0.0	0	0	
PREVEZA	GERMANIA FLUGGESELLSCHAFT	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	100.0	2	3	
PREVEZA	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	96.2	3	26	
PREVEZA	NORWEGIAN AIR INTERNATIONAL	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	0.0	0	0	
PREVEZA	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	75.0	1	3	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
PREVEZA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	12.5	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	185	75.0	12	8	
PREVEZA	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	28.6	14.3	14.3	42.9	0.0	0.0	0.0	0.0	0.0	47	63.6	21	11	
<b>TOTAL PREVEZA</b>			<b>46</b>	<b>0</b>	<b>5</b>	<b>3.9</b>	<b>15.7</b>	<b>21.6</b>	<b>21.6</b>	<b>5.9</b>	<b>7.8</b>	<b>0.0</b>	<b>3.9</b>	<b>9.8</b>	<b>0.0</b>	<b>9.8</b>	<b>109</b>	<b>81.4</b>	<b>8</b>	<b>69</b>	
RHODES	BRITISH AIRWAYS PLC	S	21	0	0	4.8	23.8	47.6	14.3	4.8	0.0	0.0	4.8	0.0	0.0	0.0	19	76.5	17	16	
RHODES	EASYJET AIRLINE COMPANY LTD	S	40	0	2	2.4	11.9	42.9	16.7	7.1	4.8	9.5	0.0	0.0	0.0	4.8	30	57.1	28	42	
RHODES	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	57.1	16	7	
RHODES	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	36	10	
RHODES	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	46	0.0	0	0	
RHODES	NORWEGIAN AIR INTERNATIONAL	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	0.0	0	0	
RHODES	THOMAS COOK AIRLINES LTD	S	20	0	0	0.0	5.0	25.0	10.0	20.0	30.0	10.0	0.0	0.0	0.0	0.0	50	66.7	16	18	
RHODES	TUI AIRWAYS LTD	C	28	0	0	7.1	14.3	28.6	14.3	7.1	17.9	10.7	0.0	0.0	0.0	0.0	41	38.7	51	31	
<b>TOTAL RHODES</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>13.3</b>	<b>38.3</b>	<b>13.3</b>	<b>9.2</b>	<b>10.8</b>	<b>7.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>32</b>	<b>56.0</b>	<b>31</b>	<b>124</b>	
SALONIKA	BRITISH AIRWAYS PLC	S	46	0	0	10.9	21.7	34.8	10.9	4.3	15.2	2.2	0.0	0.0	0.0	0.0	21	72.7	17	44	
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	60	0	1	4.9	13.1	44.3	14.8	9.8	4.9	1.6	1.6	3.3	0.0	1.6	34	56.5	19	60	
SALONIKA	NORWEGIAN AIR INTERNATIONAL	C	9	0	0	0.0	0.0	33.3	22.2	22.2	11.1	0.0	11.1	0.0	0.0	0.0	47	0.0	0	0	
SALONIKA	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	20	72.2	12	18	
<b>TOTAL SALONIKA</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>6.5</b>	<b>14.6</b>	<b>39.8</b>	<b>15.4</b>	<b>8.9</b>	<b>8.9</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.8</b>	<b>29</b>	<b>64.5</b>	<b>17</b>	<b>122</b>	
SAMOS	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	1	1	
SAMOS	TUI AIRWAYS LTD	C	3	0	0	0.0	0.0	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	95	100.0	9	1	
<b>TOTAL SAMOS</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>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>66.7</b>	<b>5</b>	<b>2</b>	
SKIATHOS	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	33.3	31	5	
SKIATHOS	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	4	2	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	21	0	0	9.5	4.8	47.6	4.8	14.3	4.8	14.3	0.0	0.0	0.0	0.0	38	87.5	14	16	
SKIATHOS	TUI AIRWAYS LTD	C	14	0	0	0.0	0.0	42.9	35.7	7.1	14.3	0.0	0.0	0.0	0.0	0.0	24	92.9	5	14	
<b>TOTAL SKIATHOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>2.9</b>	<b>45.7</b>	<b>17.1</b>	<b>11.4</b>	<b>8.6</b>	<b>8.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>81.6</b>	<b>12</b>	<b>37</b>	
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	70	0	0	5.7	15.7	42.9	8.6	15.7	8.6	2.9	0.0	0.0	0.0	0.0	25	58.0	29	69	
THIRA (SANTORINI)	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	37.5	177	7	
THIRA (SANTORINI)	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	83.3	7	6	
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	10.0	30.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	46	60.0	17	10	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	9	0	0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	6	9	
<b>TOTAL THIRA (SANTORINI)</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>14.4</b>	<b>43.3</b>	<b>9.3</b>	<b>16.5</b>	<b>8.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>59.8</b>	<b>35</b>	<b>101</b>	
VOLOS NEA ANCHIOS	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	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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>VOLOS NEA ANCHIOS</b>	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	18	2
<b>TOTAL VOLOS NEA ANCHIOS</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>50.0</b>	<b>18</b>	<b>2</b>
<b>ZAKINTHOS</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	2	5.3	18.4	39.5	15.8	10.5	5.3	0.0	0.0	0.0	0.0	5.3	16	87.5	8	48
<b>ZAKINTHOS</b>	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	60.0	17	5
<b>ZAKINTHOS</b>	NORWEGIAN AIR INTERNATIONAL	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	15	1
<b>ZAKINTHOS</b>	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	100.0	5	2
<b>ZAKINTHOS</b>	THOMAS COOK AIRLINES LTD	S	32	0	0	0.0	18.8	46.9	15.6	15.6	0.0	3.1	0.0	0.0	0.0	0.0	17	60.0	14	30
<b>ZAKINTHOS</b>	TUI AIRWAYS LTD	C	23	0	0	0.0	17.4	52.2	8.7	8.7	4.3	8.7	0.0	0.0	0.0	0.0	25	73.9	13	23
<b>TOTAL ZAKINTHOS</b>			<b>93</b>	<b>0</b>	<b>3</b>	<b>2.1</b>	<b>17.7</b>	<b>44.8</b>	<b>14.6</b>	<b>11.5</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>18</b>	<b>76.1</b>	<b>11</b>	<b>109</b>
<b>TOTAL GREECE</b>			<b>1396</b>	<b>0</b>	<b>17</b>	<b>4.3</b>	<b>17.8</b>	<b>40.3</b>	<b>12.6</b>	<b>10.3</b>	<b>7.9</b>	<b>3.9</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>1.2</b>	<b>29</b>	<b>68.9</b>	<b>18</b>	<b>1465</b>
<b>GRENADA</b>																				
<b>GRENADA</b>	BRITISH AIRWAYS PLC	S	18	0	0	5.6	66.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.2	4	17
<b>GRENADA</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	13	0	0	23.1	7.7	38.5	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	14	100.0	1	14
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>41.9</b>	<b>32.3</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>0.0</b>	<b>6</b>	<b>93.5</b>	<b>2</b>	<b>31</b>
<b>TOTAL GRENADA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>41.9</b>	<b>32.3</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>0.0</b>	<b>6</b>	<b>93.5</b>	<b>2</b>	<b>31</b>
<b>HONG KONG</b>																				
<b>HONG KONG (CHEK LAP KOK)</b>	CATHAY PACIFIC AIRWAYS	S	52	0	0	23.1	30.8	30.8	7.7	3.8	1.9	0.0	1.9	0.0	0.0	0.0	11	75.0	20	36
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>30.8</b>	<b>30.8</b>	<b>7.7</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>11</b>	<b>75.0</b>	<b>20</b>	<b>36</b>
<b>TOTAL HONG KONG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>30.8</b>	<b>30.8</b>	<b>7.7</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>11</b>	<b>75.0</b>	<b>20</b>	<b>36</b>
<b>HUNGARY</b>																				
<b>BUDAPEST</b>	EASYJET AIRLINE COMPANY LTD	S	86	0	2	3.4	21.6	45.5	10.2	6.8	6.8	3.4	0.0	0.0	0.0	2.3	20	75.0	11	88
<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	73.1	13	26
<b>TOTAL BUDAPEST</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>21.6</b>	<b>45.5</b>	<b>10.2</b>	<b>6.8</b>	<b>6.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>74.6</b>	<b>11</b>	<b>114</b>
<b>TOTAL HUNGARY</b>			<b>86</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>21.6</b>	<b>45.5</b>	<b>10.2</b>	<b>6.8</b>	<b>6.8</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>74.6</b>	<b>11</b>	<b>114</b>
<b>ICELAND</b>																				
<b>KEFLAVIK</b>	EASYJET AIRLINE COMPANY LTD	S	32	0	0	9.4	37.5	43.8	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	5	58.8	17	34
<b>KEFLAVIK</b>	ICELANDAIR	S	50	0	0	0.0	20.0	32.0	14.0	26.0	6.0	0.0	2.0	0.0	0.0	0.0	25	56.0	17	50
<b>KEFLAVIK</b>	WOW AIR	S	125	0	1	15.1	42.9	25.4	8.7	4.8	0.0	1.6	0.8	0.0	0.0	0.8	10	91.9	5	124
<b>TOTAL KEFLAVIK</b>			<b>207</b>	<b>0</b>	<b>1</b>	<b>10.6</b>	<b>36.5</b>	<b>29.8</b>	<b>9.6</b>	<b>9.6</b>	<b>1.4</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>77.9</b>	<b>10</b>	<b>208</b>
<b>TOTAL ICELAND</b>			<b>207</b>	<b>0</b>	<b>1</b>	<b>10.6</b>	<b>36.5</b>	<b>29.8</b>	<b>9.6</b>	<b>9.6</b>	<b>1.4</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>13</b>	<b>77.9</b>	<b>10</b>	<b>208</b>
<b>IRAQ</b>																				

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
BAGHDAD (GECA)	IRAQI AIRWAYS	S	10	0	0	40.0	20.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	9	
<b>TOTAL BAGHDAD (GECA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>100.0</b>	<b>0</b>	<b>9</b>	
SULAYMANIYAH INT	IRAQI AIRWAYS	S	10	0	0	30.0	20.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	9	
<b>TOTAL SULAYMANIYAH INT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>20.0</b>	<b>40.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>100.0</b>	<b>0</b>	<b>9</b>	
<b>TOTAL IRAQ</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>35.0</b>	<b>20.0</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>18</b>	
<b>IRISH REPUBLIC</b>																					
CORK	RYANAIR	S	62	0	0	0.0	21.0	32.3	19.4	11.3	8.1	3.2	4.8	0.0	0.0	0.0	35	74.2	15	62	
<b>TOTAL CORK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.0</b>	<b>32.3</b>	<b>19.4</b>	<b>11.3</b>	<b>8.1</b>	<b>3.2</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>74.2</b>	<b>15</b>	<b>62</b>	
DUBLIN	AER LINGUS	S	289	0	6	7.5	33.6	29.8	13.2	8.8	4.4	0.3	0.3	0.0	0.0	2.0	14	64.7	15	292	
DUBLIN	RYANAIR	S	426	0	0	7.5	25.1	31.2	17.8	9.2	7.0	1.9	0.2	0.0	0.0	0.0	19	73.7	11	426	
<b>TOTAL DUBLIN</b>			<b>715</b>	<b>0</b>	<b>6</b>	<b>7.5</b>	<b>28.6</b>	<b>30.7</b>	<b>16.0</b>	<b>9.0</b>	<b>6.0</b>	<b>1.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>70.1</b>	<b>13</b>	<b>718</b>	
IRELAND WEST(KNOCK)	AER LINGUS	S	62	0	0	17.7	43.5	14.5	8.1	6.5	9.7	0.0	0.0	0.0	0.0	0.0	13	85.5	6	62	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>43.5</b>	<b>14.5</b>	<b>8.1</b>	<b>6.5</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>85.5</b>	<b>6</b>	<b>62</b>	
SHANNON	RYANAIR	S	62	0	0	9.7	30.6	27.4	8.1	16.1	1.6	1.6	4.8	0.0	0.0	0.0	24	74.2	10	62	
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>30.6</b>	<b>27.4</b>	<b>8.1</b>	<b>16.1</b>	<b>1.6</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>74.2</b>	<b>10</b>	<b>62</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>901</b>	<b>0</b>	<b>6</b>	<b>7.8</b>	<b>29.2</b>	<b>29.4</b>	<b>15.1</b>	<b>9.5</b>	<b>6.1</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>71.7</b>	<b>12</b>	<b>904</b>	
<b>ISLE OF CURACAO</b>																					
ARUBA	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	90.0	9	10	
<b>TOTAL ARUBA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.0</b>	<b>9</b>	<b>10</b>	
<b>TOTAL ISLE OF CURACAO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>90.0</b>	<b>9</b>	<b>10</b>	
<b>ISRAEL</b>																					
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	18.8	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	56.3	11	16	
<b>TOTAL TEL AVIV</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</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>12</b>	<b>56.3</b>	<b>11</b>	<b>16</b>	
<b>TOTAL ISRAEL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</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>12</b>	<b>56.3</b>	<b>11</b>	<b>16</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	57.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	100.0	3	6	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</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>0.0</b>	<b>17</b>	<b>100.0</b>	<b>3</b>	<b>6</b>	
BARI (PALESE)	BRITISH AIRWAYS PLC	S	36	0	0	13.9	38.9	33.3	5.6	2.8	2.8	2.8	0.0	0.0	0.0	0.0	11	91.7	9	36	
BARI (PALESE)	EASYJET AIRLINE COMPANY LTD	S	36	0	1	0.0	13.5	43.2	8.1	16.2	16.2	0.0	0.0	0.0	0.0	2.7	27	66.7	14	36	
<b>TOTAL BARI (PALESE)</b>			<b>72</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>26.0</b>	<b>38.4</b>	<b>6.8</b>	<b>9.6</b>	<b>9.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>19</b>	<b>79.2</b>	<b>11</b>	<b>72</b>	
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	60	0	2	0.0	27.4	35.5	9.7	17.7	3.2	3.2	0.0	0.0	0.0	3.2	21	75.8	9	62	
<b>TOTAL BOLOGNA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>27.4</b>	<b>35.5</b>	<b>9.7</b>	<b>17.7</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>21</b>	<b>75.8</b>	<b>9</b>	<b>62</b>	
BRINDISI	EASYJET AIRLINE COMPANY 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	13	62.5	24	8	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 BRINDISI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</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>62.5</b>	<b>24</b>	<b>8</b>	
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	36	0	0	22.2	41.7	16.7	5.6	2.8	5.6	5.6	0.0	0.0	0.0	0.0	16	94.4	7	36	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>41.7</b>	<b>16.7</b>	<b>5.6</b>	<b>2.8</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>94.4</b>	<b>7</b>	<b>36</b>	
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	66	0	0	6.1	34.8	39.4	6.1	9.1	3.0	1.5	0.0	0.0	0.0	0.0	11	78.8	16	64	
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	62	0	2	1.6	15.6	45.3	12.5	15.6	6.3	0.0	0.0	0.0	0.0	3.1	18	68.8	20	64	
CATANIA (FONTANAROSSA)	NORWEGIAN AIR INTERNATIONAL	S	16	0	0	0.0	31.3	43.8	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	72.2	13	18	
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	10	8	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>152</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>25.3</b>	<b>43.5</b>	<b>9.1</b>	<b>13.0</b>	<b>3.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>74.4</b>	<b>17</b>	<b>154</b>	
FLORENCE	VUELING AIRLINES	S	58	0	9	1.5	11.9	28.4	7.5	14.9	16.4	6.0	0.0	0.0	0.0	13.4	38	51.7	48	60	
<b>TOTAL FLORENCE</b>			<b>58</b>	<b>0</b>	<b>9</b>	<b>1.5</b>	<b>11.9</b>	<b>28.4</b>	<b>7.5</b>	<b>14.9</b>	<b>16.4</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.4</b>	<b>38</b>	<b>51.7</b>	<b>48</b>	<b>60</b>	
GENOA	BRITISH AIRWAYS PLC	S	58	0	0	19.0	31.0	29.3	10.3	5.2	5.2	0.0	0.0	0.0	0.0	0.0	10	91.9	4	62	
GENOA	EASTERN AIRWAYS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
<b>TOTAL GENOA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>18.6</b>	<b>30.5</b>	<b>28.8</b>	<b>10.2</b>	<b>6.8</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>11</b>	<b>91.9</b>	<b>4</b>	<b>62</b>	
MILAN (LINATE)	AER LINGUS	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	
MILAN (LINATE)	ALITALIA (CAI)	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	
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	180	0	6	8.1	26.3	27.4	10.8	10.2	7.0	5.4	1.6	0.0	0.0	3.2	27	67.2	17	186	
<b>TOTAL MILAN (LINATE)</b>			<b>181</b>	<b>0</b>	<b>7</b>	<b>8.0</b>	<b>26.1</b>	<b>27.1</b>	<b>10.6</b>	<b>10.6</b>	<b>6.9</b>	<b>5.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>27</b>	<b>67.2</b>	<b>17</b>	<b>186</b>	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	354	0	11	1.1	18.6	34.5	15.6	11.2	7.7	5.8	2.5	0.0	0.0	3.0	32	59.9	21	364	
MILAN (MALPENSA)	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	
MILAN (MALPENSA)	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 MILAN (MALPENSA)</b>			<b>356</b>	<b>0</b>	<b>11</b>	<b>1.1</b>	<b>18.5</b>	<b>34.9</b>	<b>15.5</b>	<b>11.2</b>	<b>7.6</b>	<b>5.7</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>32</b>	<b>59.9</b>	<b>21</b>	<b>364</b>	
NAPLES	BRITISH AIRWAYS PLC	S	158	0	4	4.3	35.2	30.9	12.3	4.9	6.8	3.1	0.0	0.0	0.0	2.5	18	83.5	10	154	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	122	0	2	2.4	32.3	29.8	7.3	12.1	11.3	3.2	0.0	0.0	0.0	1.6	22	64.5	20	124	
NAPLES	MERIDIANA 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	5	16	
NAPLES	NORWEGIAN AIR INTERNATIONAL	C	17	0	0	0.0	35.3	11.8	11.8	11.8	17.6	5.9	5.9	0.0	0.0	0.0	44	50.0	11	8	
NAPLES	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	9	6	
NAPLES	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	36.4	32	11	
<b>TOTAL NAPLES</b>			<b>305</b>	<b>0</b>	<b>6</b>	<b>3.2</b>	<b>34.4</b>	<b>29.3</b>	<b>10.6</b>	<b>8.0</b>	<b>9.0</b>	<b>3.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>21</b>	<b>74.0</b>	<b>14</b>	<b>319</b>	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	40	0	2	0.0	11.9	33.3	19.0	16.7	7.1	2.4	4.8	0.0	0.0	4.8	35	72.1	18	42	
OLBIA	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	50.0	16	2	
OLBIA	MERIDIANA AIR	S	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	83.3	11	24	
OLBIA	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	42.9	14.3	14.3	28.6	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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 OLBIA</b>			<b>49</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>9.8</b>	<b>35.3</b>	<b>19.6</b>	<b>15.7</b>	<b>9.8</b>	<b>2.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.9</b>	<b>34</b>	<b>75.4</b>	<b>15</b>	<b>68</b>	
<b>PALERMO</b>	EASYJET AIRLINE COMPANY LTD	S	38	0	2	2.5	15.0	27.5	15.0	20.0	7.5	7.5	0.0	0.0	0.0	5.0	34	73.7	16	38	
<b>TOTAL PALERMO</b>			<b>38</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>15.0</b>	<b>27.5</b>	<b>15.0</b>	<b>20.0</b>	<b>7.5</b>	<b>7.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>34</b>	<b>73.7</b>	<b>16</b>	<b>38</b>	
<b>PISA</b>	BRITISH AIRWAYS PLC	S	78	0	2	12.5	31.3	35.0	3.8	6.3	5.0	3.8	0.0	0.0	0.0	2.5	15	75.9	15	78	
<b>PISA</b>	EASYJET AIRLINE COMPANY LTD	S	107	0	3	8.2	21.8	33.6	9.1	13.6	8.2	0.0	2.7	0.0	0.0	2.7	24	73.2	11	112	
<b>PISA</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	0.0	109	2	
<b>TOTAL PISA</b>			<b>185</b>	<b>0</b>	<b>5</b>	<b>10.0</b>	<b>25.8</b>	<b>34.2</b>	<b>6.8</b>	<b>10.5</b>	<b>6.8</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>20</b>	<b>73.6</b>	<b>14</b>	<b>192</b>	
<b>ROME (CIAMPINO)</b>	RYANAIR	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL ROME (CIAMPINO)</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>ROME (FIUMICINO)</b>	BRITISH AIRWAYS PLC	S	56	0	4	6.7	41.7	35.0	3.3	1.7	1.7	3.3	0.0	0.0	0.0	6.7	10	84.7	7	59	
<b>ROME (FIUMICINO)</b>	EASYJET AIRLINE COMPANY LTD	S	236	0	4	1.7	28.3	35.4	10.8	10.0	6.3	5.4	0.4	0.0	0.0	1.7	24	72.2	17	240	
<b>ROME (FIUMICINO)</b>	VUELING AIRLINES	S	116	0	4	2.5	22.5	27.5	10.0	16.7	12.5	4.2	0.8	0.0	0.0	3.3	31	78.4	9	124	
<b>TOTAL ROME (FIUMICINO)</b>			<b>408</b>	<b>0</b>	<b>12</b>	<b>2.6</b>	<b>28.6</b>	<b>33.1</b>	<b>9.5</b>	<b>10.7</b>	<b>7.4</b>	<b>4.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>24</b>	<b>75.8</b>	<b>13</b>	<b>423</b>	
<b>TURIN</b>	BRITISH AIRWAYS PLC	S	66	0	2	11.8	42.6	20.6	5.9	10.3	4.4	0.0	1.5	0.0	0.0	2.9	13	81.3	9	64	
<b>TOTAL TURIN</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>11.8</b>	<b>42.6</b>	<b>20.6</b>	<b>5.9</b>	<b>10.3</b>	<b>4.4</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>13</b>	<b>81.3</b>	<b>9</b>	<b>64</b>	
<b>VENICE</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	0.0	19	1	
<b>VENICE</b>	BRITISH AIRWAYS PLC	S	216	0	5	8.6	39.8	25.8	8.6	7.2	5.9	0.5	1.4	0.0	0.0	2.3	16	79.0	9	225	
<b>VENICE</b>	EASYJET AIRLINE COMPANY LTD	S	233	0	12	5.3	25.7	32.7	11.8	8.2	7.8	2.9	0.8	0.0	0.0	4.9	22	69.0	15	244	
<b>VENICE</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	85.3	9	34	
<b>VENICE</b>	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	50.0	16	6	
<b>TOTAL VENICE</b>			<b>456</b>	<b>0</b>	<b>17</b>	<b>6.8</b>	<b>32.1</b>	<b>30.0</b>	<b>10.4</b>	<b>7.6</b>	<b>6.8</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>19</b>	<b>74.1</b>	<b>12</b>	<b>510</b>	
<b>VERONA VILLAFRANCA</b>	AIR HORIZONT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>VERONA VILLAFRANCA</b>	BRITISH AIRWAYS PLC	S	96	0	2	12.2	29.6	28.6	10.2	6.1	8.2	2.0	1.0	0.0	0.0	2.0	18	84.0	7	100	
<b>VERONA VILLAFRANCA</b>	EASYJET AIRLINE COMPANY LTD	S	84	0	2	1.2	12.8	43.0	19.8	8.1	8.1	2.3	2.3	0.0	0.0	2.3	27	73.9	16	86	
<b>VERONA VILLAFRANCA</b>	NORWEGIAN AIR INTERNATIONAL	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	1	0.0	0	0	
<b>VERONA VILLAFRANCA</b>	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	8	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>191</b>	<b>0</b>	<b>4</b>	<b>6.7</b>	<b>22.1</b>	<b>36.9</b>	<b>13.8</b>	<b>7.2</b>	<b>7.7</b>	<b>2.1</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>21</b>	<b>80.2</b>	<b>11</b>	<b>195</b>	
<b>TOTAL ITALY</b>			<b>2688</b>	<b>0</b>	<b>82</b>	<b>5.2</b>	<b>27.0</b>	<b>32.5</b>	<b>10.8</b>	<b>10.0</b>	<b>7.3</b>	<b>3.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>23</b>	<b>73.0</b>	<b>15</b>	<b>2819</b>	
<b>JAMAICA</b>																					
<b>KINGSTON</b>	BRITISH AIRWAYS PLC	S	27	0	0	11.1	22.2	25.9	25.9	7.4	3.7	3.7	0.0	0.0	0.0	0.0	19	58.3	18	36	
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>25.9</b>	<b>25.9</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>0.0</b>	<b>19</b>	<b>58.3</b>	<b>18</b>	<b>36</b>	
<b>MONTEGO BAY</b>	TUI AIRWAYS LTD	C	27	0	0	3.7	11.1	44.4	22.2	7.4	0.0	11.1	0.0	0.0	0.0	0.0	27	92.9	9	28	
<b>MONTEGO BAY</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	38.9	5.6	22.2	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	22	50.0	35	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 MONTEGO BAY</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>17.8</b>	<b>8.9</b>	<b>35.6</b>	<b>13.3</b>	<b>8.9</b>	<b>8.9</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>76.1</b>	<b>19</b>	<b>46</b>
<b>TOTAL JAMAICA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>15.3</b>	<b>13.9</b>	<b>31.9</b>	<b>18.1</b>	<b>8.3</b>	<b>6.9</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>68.3</b>	<b>19</b>	<b>82</b>
<b>KOSOVO</b>																				
<b>PRISTINA</b>	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	88.9	6	18
<b>TOTAL PRISTINA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>6</b>	<b>18</b>
<b>TOTAL KOSOVO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>6</b>	<b>18</b>
<b>LATVIA</b>																				
<b>RIGA</b>	AIR BALTIC	S	124	0	0	18.5	32.3	29.8	8.9	5.6	4.8	0.0	0.0	0.0	0.0	0.0	11	75.0	13	108
<b>TOTAL RIGA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>32.3</b>	<b>29.8</b>	<b>8.9</b>	<b>5.6</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>11</b>	<b>75.0</b>	<b>13</b>	<b>108</b>
<b>TOTAL LATVIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>32.3</b>	<b>29.8</b>	<b>8.9</b>	<b>5.6</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>11</b>	<b>75.0</b>	<b>13</b>	<b>108</b>
<b>LUXEMBOURG</b>																				
<b>LUXEMBOURG</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	2	2.8	30.6	33.3	11.1	5.6	8.3	0.0	0.0	2.8	0.0	5.6	27	60.0	19	40
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>30.6</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>5.6</b>	<b>27</b>	<b>60.0</b>	<b>19</b>	<b>40</b>
<b>TOTAL LUXEMBOURG</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>30.6</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>5.6</b>	<b>27</b>	<b>60.0</b>	<b>19</b>	<b>40</b>
<b>MALTA</b>																				
<b>MALTA</b>	AIR MALTA	S	62	0	0	4.8	40.3	35.5	8.1	1.6	4.8	4.8	0.0	0.0	0.0	0.0	16	86.0	7	50
<b>MALTA</b>	BRITISH AIRWAYS PLC	S	66	0	0	12.1	34.8	28.8	10.6	3.0	9.1	0.0	1.5	0.0	0.0	0.0	17	83.3	7	60
<b>MALTA</b>	EASYJET AIRLINE COMPANY LTD	S	90	0	0	6.7	17.8	36.7	17.8	13.3	6.7	1.1	0.0	0.0	0.0	0.0	18	63.6	17	88
<b>MALTA</b>	NORWEGIAN AIR INTERNATIONAL	C	10	0	0	0.0	50.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>MALTA</b>	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	44.4	11.1	0.0	22.2	5.6	0.0	0.0	0.0	0.0	32	61.1	18	18
<b>MALTA</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	40.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	33	52.9	26	17
<b>TOTAL MALTA</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>28.1</b>	<b>34.4</b>	<b>13.3</b>	<b>7.0</b>	<b>7.8</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.2</b>	<b>13</b>	<b>233</b>
<b>TOTAL MALTA</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>28.1</b>	<b>34.4</b>	<b>13.3</b>	<b>7.0</b>	<b>7.8</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.2</b>	<b>13</b>	<b>233</b>
<b>MAURITIUS</b>																				
<b>MAURITIUS</b>	BRITISH AIRWAYS PLC	S	26	0	0	23.1	42.3	15.4	0.0	11.5	3.8	3.8	0.0	0.0	0.0	0.0	17	92.6	5	27
<b>MAURITIUS</b>	TUI AIRWAYS LTD	S	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	14	77.8	14	9
<b>TOTAL MAURITIUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>35.3</b>	<b>17.6</b>	<b>5.9</b>	<b>14.7</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>16</b>	<b>88.9</b>	<b>7</b>	<b>36</b>
<b>TOTAL MAURITIUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>20.6</b>	<b>35.3</b>	<b>17.6</b>	<b>5.9</b>	<b>14.7</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>16</b>	<b>88.9</b>	<b>7</b>	<b>36</b>
<b>MEXICO</b>																				
<b>CANCUN</b>	BRITISH AIRWAYS PLC	S	27	0	0	18.5	44.4	33.3	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	59.3	18	25
<b>CANCUN</b>	THOMAS COOK AIRLINES LTD	S	18	0	1	10.5	21.1	36.8	10.5	0.0	5.3	10.5	0.0	0.0	0.0	5.3	27	61.1	23	18
<b>CANCUN</b>	TUI AIRWAYS LTD	S	62	0	0	9.7	19.4	43.5	9.7	12.9	3.2	0.0	1.6	0.0	0.0	0.0	16	52.7	36	54
<b>CANCUN</b>	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	2	11.1	11.1	33.3	5.6	11.1	11.1	5.6	0.0	0.0	0.0	11.1	31	75.0	26	20
<b>TOTAL CANCUN</b>			<b>123</b>	<b>0</b>	<b>3</b>	<b>11.9</b>	<b>23.8</b>	<b>38.9</b>	<b>7.9</b>	<b>7.9</b>	<b>4.0</b>	<b>2.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>59.2</b>	<b>29</b>	<b>117</b>
<b>PUERTO VALLARTA</b>	TUI AIRWAYS LTD	C	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	62.5	12	8

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 PUERTO VALLARTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>62.5</b>	<b>12</b>	<b>8</b>		
<b>TOTAL MEXICO</b>			<b>131</b>	<b>0</b>	<b>3</b>	<b>12.7</b>	<b>24.6</b>	<b>37.3</b>	<b>9.0</b>	<b>7.5</b>	<b>3.7</b>	<b>2.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>16</b>	<b>59.4</b>	<b>28</b>	<b>125</b>	
<b>MOROCCO</b>																					
<b>AGADIR (AL MASSIRA)</b>	EASYJET AIRLINE COMPANY LTD	S	28	0	0	0.0	32.1	35.7	17.9	0.0	10.7	3.6	0.0	0.0	0.0	19	69.2	11	26		
<b>AGADIR (AL MASSIRA)</b>	TUI AIRWAYS LTD	S	17	0	0	17.6	17.6	35.3	11.8	17.6	0.0	0.0	0.0	0.0	0.0	13	83.3	14	18		
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>26.7</b>	<b>35.6</b>	<b>15.6</b>	<b>6.7</b>	<b>6.7</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.0</b>	<b>13</b>	<b>44</b>		
<b>CASABLANCA MOHAMED V</b>	ROYAL AIR MAROC	S	38	0	0	5.3	34.2	28.9	10.5	18.4	2.6	0.0	0.0	0.0	0.0	13	82.8	7	58		
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>34.2</b>	<b>28.9</b>	<b>10.5</b>	<b>18.4</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>82.8</b>	<b>7</b>	<b>58</b>		
<b>FEZ</b>	AIR ARABIA MAROC	S	10	0	0	10.0	60.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
<b>TOTAL FEZ</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>10.0</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>MARRAKESH</b>	AIR ARABIA MAROC	S	20	0	0	15.0	40.0	30.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
<b>MARRAKESH</b>	BRITISH AIRWAYS PLC	S	69	0	0	10.1	34.8	37.7	11.6	4.3	0.0	1.4	0.0	0.0	0.0	9	86.9	7	60		
<b>MARRAKESH</b>	EASYJET AIRLINE COMPANY LTD	S	70	0	0	5.7	32.9	45.7	12.9	2.9	0.0	0.0	0.0	0.0	0.0	7	74.3	13	70		
<b>MARRAKESH</b>	TUI AIRWAYS LTD	S	16	0	0	0.0	31.3	37.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	11	72.2	45	18		
<b>TOTAL MARRAKESH</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>34.3</b>	<b>40.0</b>	<b>12.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>79.2</b>	<b>14</b>	<b>148</b>		
<b>RABAT</b>	ROYAL AIR MAROC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8		
<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>100.0</b>	<b>0</b>	<b>8</b>		
<b>TANGIERS (IBN BATUTA)</b>	AIR ARABIA MAROC	S	18	0	0	0.0	22.2	44.4	5.6	22.2	5.6	0.0	0.0	0.0	0.0	20	88.9	4	18		
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</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>20</b>	<b>88.9</b>	<b>4</b>	<b>18</b>		
<b>TOTAL MOROCCO</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>33.2</b>	<b>37.4</b>	<b>11.5</b>	<b>8.4</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>80.5</b>	<b>11</b>	<b>276</b>		
<b>NETHERLANDS</b>																					
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	180	0	4	4.9	47.8	32.1	4.3	4.9	1.6	2.2	0.0	0.0	2.2	10	71.1	14	176		
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	461	0	12	5.1	32.8	30.0	12.3	7.8	5.9	1.9	1.7	0.0	0.0	2.5	20	67.4	16	471	
<b>TOTAL AMSTERDAM</b>			<b>641</b>	<b>0</b>	<b>16</b>	<b>5.0</b>	<b>37.0</b>	<b>30.6</b>	<b>10.0</b>	<b>7.0</b>	<b>4.7</b>	<b>2.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>68.4</b>	<b>15</b>	<b>647</b>	
<b>TOTAL NETHERLANDS</b>			<b>641</b>	<b>0</b>	<b>16</b>	<b>5.0</b>	<b>37.0</b>	<b>30.6</b>	<b>10.0</b>	<b>7.0</b>	<b>4.7</b>	<b>2.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>17</b>	<b>68.4</b>	<b>15</b>	<b>647</b>	
<b>NIGERIA</b>																					
<b>LAGOS</b>	MED-VIEW AIRLINE	S	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	6	18		
<b>LAGOS</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	0.0	31	1		
<b>TOTAL LAGOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>56.0</b>	<b>7</b>	<b>19</b>		
<b>TOTAL NIGERIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>56.0</b>	<b>7</b>	<b>19</b>		
<b>NORWAY</b>																					
<b>BERGEN</b>	NORWEGIAN AIR SHUTTLE	S	116	0	0	8.6	44.0	26.7	6.0	8.6	5.2	0.9	0.0	0.0	0.0	11	82.8	11	116		
<b>TOTAL BERGEN</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>44.0</b>	<b>26.7</b>	<b>6.0</b>	<b>8.6</b>	<b>5.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.8</b>	<b>11</b>	<b>116</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

## Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
OSLO (GARDERMOEN)	NORWEGIAN AIR INTERNATIONAL	S	172	0	2	2.9	34.5	26.4	17.8	6.3	6.9	3.4	0.6	0.0	0.0	1.1	21	63.5	18	167
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	62	0	0	1.6	21.0	43.5	17.7	4.8	9.7	0.0	1.6	0.0	0.0	0.0	22	70.4	11	54
OSLO (GARDERMOEN)	NORWEGIAN AIR UK LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>235</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>30.8</b>	<b>30.8</b>	<b>18.1</b>	<b>5.9</b>	<b>7.6</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>21</b>	<b>65.2</b>	<b>16</b>	<b>221</b>
STAVANGER	NORWEGIAN AIR INTERNATIONAL	S	18	0	0	5.6	50.0	22.2	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	93.8	3	16
STAVANGER	NORWEGIAN AIR SHUTTLE	S	54	0	0	7.4	66.7	9.3	5.6	7.4	3.7	0.0	0.0	0.0	0.0	0.0	9	87.0	5	54
<b>TOTAL STAVANGER</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>62.5</b>	<b>12.5</b>	<b>6.9</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>0.0</b>	<b>10</b>	<b>88.6</b>	<b>5</b>	<b>70</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR INTERNATIONAL	S	34	0	0	8.8	52.9	35.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	3	44
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>52.9</b>	<b>35.3</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.9</b>	<b>3</b>	<b>44</b>
<b>TOTAL NORWAY</b>			<b>457</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>40.7</b>	<b>27.2</b>	<b>12.2</b>	<b>6.3</b>	<b>5.9</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>75.8</b>	<b>12</b>	<b>451</b>
<b>PAKISTAN</b>																				
ISLAMABAD	EVELOP	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
ISLAMABAD	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	24	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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>0</b>	<b>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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>PERU</b>																				
LIMA	BRITISH AIRWAYS PLC	S	26	0	0	11.5	19.2	30.8	23.1	7.7	3.8	3.8	0.0	0.0	0.0	0.0	17	76.9	9	26
<b>TOTAL LIMA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>19.2</b>	<b>30.8</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.9</b>	<b>9</b>	<b>26</b>
<b>TOTAL PERU</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>19.2</b>	<b>30.8</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.9</b>	<b>9</b>	<b>26</b>
<b>POLAND</b>																				
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	78	0	0	16.7	19.2	23.1	14.1	16.7	10.3	0.0	0.0	0.0	0.0	0.0	20	71.3	13	80
<b>TOTAL KRAKOW</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>19.2</b>	<b>23.1</b>	<b>14.1</b>	<b>16.7</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>20</b>	<b>71.3</b>	<b>13</b>	<b>80</b>
<b>TOTAL POLAND</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>19.2</b>	<b>23.1</b>	<b>14.1</b>	<b>16.7</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>20</b>	<b>71.3</b>	<b>13</b>	<b>80</b>
<b>PORTUGAL(EXCLUDING</b>																				
AZORES PONTA DELGADA	SATA	S	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	13	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>62.5</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>10</b>	<b>55.6</b>	<b>13</b>	<b>8</b>
FARO	BRITISH AIRWAYS PLC	S	165	0	0	18.2	31.5	31.5	6.7	7.9	3.6	0.6	0.0	0.0	0.0	0.0	11	79.4	21	132
FARO	EASYJET AIRLINE COMPANY LTD	S	258	0	0	3.9	27.1	38.8	10.1	6.2	8.1	3.5	2.3	0.0	0.0	0.0	24	66.4	17	260
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	77.8	10	126
FARO	NORWEGIAN AIR INTERNATIONAL	C	11	0	0	9.1	45.5	36.4	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	7	55.6	22	9
FARO	NORWEGIAN AIR INTERNATIONAL	S	27	0	0	0.0	33.3	14.8	22.2	11.1	7.4	11.1	0.0	0.0	0.0	0.0	33	61.5	16	26
FARO	TUI AIRWAYS LTD	C	14	0	0	7.1	14.3	50.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	76.5	6	17



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 FARO</b>			<b>475</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>29.1</b>	<b>35.2</b>	<b>9.5</b>	<b>7.2</b>	<b>6.3</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>71.9</b>	<b>16</b>	<b>570</b>	
LISBON	AIR PORTUGAL	S	96	0	2	1.0	19.4	31.6	23.5	11.2	11.2	0.0	0.0	0.0	0.0	2.0	24	77.8	13	90	
LISBON	EASYJET AIRLINE COMPANY LTD	S	123	0	0	3.3	17.9	39.0	17.1	7.3	10.6	3.3	0.8	0.8	0.0	0.0	27	60.8	26	122	
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	73.1	12	52	
<b>TOTAL LISBON</b>			<b>219</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>18.6</b>	<b>35.7</b>	<b>19.9</b>	<b>9.0</b>	<b>10.9</b>	<b>1.8</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.9</b>	<b>26</b>	<b>68.9</b>	<b>19</b>	<b>264</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	120	0	0	1.7	17.5	38.3	16.7	9.2	12.5	2.5	1.7	0.0	0.0	0.0	26	71.6	10	116	
OPORTO (PORTUGAL)	BRITISH AIRWAYS PLC	S	54	0	0	7.4	44.4	22.2	9.3	7.4	5.6	3.7	0.0	0.0	0.0	0.0	16	83.3	10	54	
OPORTO (PORTUGAL)	EASYJET AIRLINE COMPANY LTD	S	78	0	0	3.8	12.8	32.1	19.2	21.8	7.7	0.0	1.3	1.3	0.0	0.0	33	67.7	16	62	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.8</b>	<b>32.9</b>	<b>15.9</b>	<b>12.7</b>	<b>9.5</b>	<b>2.0</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>73.3</b>	<b>12</b>	<b>232</b>	
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>954</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>24.6</b>	<b>34.9</b>	<b>13.7</b>	<b>9.0</b>	<b>8.2</b>	<b>2.3</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>22</b>	<b>71.3</b>	<b>16</b>	<b>1074</b>	
FUNCHAL	BRITISH AIRWAYS PLC	S	65	0	0	27.7	29.2	26.2	6.2	3.1	3.1	3.1	1.5	0.0	0.0	0.0	14	86.5	5	52	
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	68	0	0	10.3	26.5	39.7	11.8	4.4	5.9	0.0	1.5	0.0	0.0	0.0	15	70.0	12	70	
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	77.8	7	36	
FUNCHAL	TUI AIRWAYS LTD	C	15	0	1	6.3	12.5	50.0	12.5	6.3	6.3	0.0	0.0	0.0	0.0	6.3	16	83.3	7	18	
<b>TOTAL FUNCHAL</b>			<b>148</b>	<b>0</b>	<b>1</b>	<b>17.4</b>	<b>26.2</b>	<b>34.9</b>	<b>9.4</b>	<b>4.0</b>	<b>4.7</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>15</b>	<b>77.8</b>	<b>8</b>	<b>176</b>	
PORTO SANTO	NORWEGIAN AIR INTERNATIONAL	C	7	0	0	0.0	57.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
PORTO SANTO	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	57.1	23	7	
<b>TOTAL PORTO SANTO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</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>0.0</b>	<b>9</b>	<b>57.1</b>	<b>23</b>	<b>7</b>	
<b>TOTAL PORTUGAL</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>16.7</b>	<b>27.6</b>	<b>34.0</b>	<b>9.6</b>	<b>4.5</b>	<b>4.5</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>77.0</b>	<b>9</b>	<b>183</b>	
<b>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	36	0	0	8.3	25.0	38.9	22.2	2.8	2.8	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL DOHA HAMAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>38.9</b>	<b>22.2</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>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL QATAR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>38.9</b>	<b>22.2</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>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>REPUBLIC OF</b>																					
PODGORICA	TUI AIRWAYS LTD	C	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL PODGORICA</b>			<b>0</b>	<b>0</b>	<b>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>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TIVAT	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	11.1	61.1	16.7	0.0	5.6	0.0	0.0	0.0	0.0	0.0	13	94.4	5	18	
TIVAT	MONTENEGRO AIRLINES	S	18	0	0	5.6	27.8	38.9	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	18	88.9	4	18	
<b>TOTAL TIVAT</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>19.4</b>	<b>50.0</b>	<b>11.1</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>15</b>	<b>91.7</b>	<b>5</b>	<b>36</b>	
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>36</b>	<b>0</b>	<b>5</b>	<b>4.9</b>	<b>17.1</b>	<b>43.9</b>	<b>9.8</b>	<b>2.4</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.2</b>	<b>15</b>	<b>91.7</b>	<b>5</b>	<b>36</b>	
BUCHAREST (OTOPENI)	WIZZ AIR	S	62	0	0	3.2	16.1	45.2	9.7	12.9	11.3	1.6	0.0	0.0	0.0	0.0	23	50.0	18	44	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 BUCHAREST (OTOPENI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>16.1</b>	<b>45.2</b>	<b>9.7</b>	<b>12.9</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>23</b>	<b>50.0</b>	<b>18</b>	<b>44</b>	
<b>TOTAL ROMANIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>16.1</b>	<b>45.2</b>	<b>9.7</b>	<b>12.9</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>23</b>	<b>50.0</b>	<b>18</b>	<b>44</b>	
<b>RUSSIA</b>																					
<b>MOSCOW (SHEREMETYEVO)</b>	AEROFLOT	S	0	0	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	62	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>95.2</b>	<b>2</b>	<b>62</b>	
<b>ST PETERSBURG</b>	ROSSIYA AIRLINES	S	62	0	0	9.7	56.5	22.6	6.5	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>56.5</b>	<b>22.6</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL RUSSIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>56.5</b>	<b>22.6</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>0.0</b>	<b>0.0</b>	<b>5</b>	<b>95.2</b>	<b>2</b>	<b>62</b>	
<b>RWANDA</b>																					
<b>KIGALI</b>	RWANDAIR EXPRESS	S	28	0	0	3.6	21.4	42.9	7.1	10.7	7.1	0.0	7.1	0.0	0.0	0.0	30	25.0	22	4	
<b>TOTAL KIGALI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>42.9</b>	<b>7.1</b>	<b>10.7</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>30</b>	<b>25.0</b>	<b>22</b>	<b>4</b>	
<b>TOTAL RWANDA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>42.9</b>	<b>7.1</b>	<b>10.7</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>30</b>	<b>25.0</b>	<b>22</b>	<b>4</b>	
<b>SAINT KITTS AND NEVIS</b>																					
<b>ST KITTS</b>	BRITISH AIRWAYS PLC	S	18	0	0	5.6	44.4	33.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	76.5	55	17	
<b>TOTAL ST KITTS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.5</b>	<b>55</b>	<b>17</b>	
<b>TOTAL SAINT KITTS AND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>76.5</b>	<b>55</b>	<b>17</b>	
<b>SINGAPORE</b>																					
<b>SINGAPORE</b>	NORWEGIAN AIR UK LTD	S	35	0	0	14.3	37.1	20.0	17.1	2.9	5.7	0.0	2.9	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL SINGAPORE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>37.1</b>	<b>20.0</b>	<b>17.1</b>	<b>2.9</b>	<b>5.7</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SINGAPORE</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>37.1</b>	<b>20.0</b>	<b>17.1</b>	<b>2.9</b>	<b>5.7</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SLOVENIA</b>																					
<b>LJUBLJANA</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	5.9	17.6	38.2	14.7	14.7	8.8	0.0	0.0	0.0	0.0	0.0	19	66.7	19	36	
<b>TOTAL LJUBLJANA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>38.2</b>	<b>14.7</b>	<b>14.7</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>63.2</b>	<b>19</b>	<b>36</b>	
<b>TOTAL SLOVENIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>38.2</b>	<b>14.7</b>	<b>14.7</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>63.2</b>	<b>19</b>	<b>36</b>	
<b>SPAIN</b>																					
<b>ALICANTE</b>	BRITISH AIRWAYS PLC	S	152	0	0	8.6	38.8	35.5	5.3	3.9	5.3	1.3	1.3	0.0	0.0	0.0	15	80.0	10	118	
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	259	0	1	7.7	27.7	34.2	12.3	8.8	5.4	2.7	0.8	0.0	0.0	0.4	19	72.8	14	250	
<b>ALICANTE</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	77.3	11	128	
<b>ALICANTE</b>	NORWEGIAN AIR INTERNATIONAL	C	20	0	0	5.0	20.0	50.0	5.0	5.0	15.0	0.0	0.0	0.0	0.0	0.0	17	90.0	2	10	
<b>ALICANTE</b>	NORWEGIAN AIR INTERNATIONAL	S	28	0	0	3.6	46.4	25.0	3.6	10.7	3.6	7.1	0.0	0.0	0.0	0.0	21	69.2	31	26	
<b>ALICANTE</b>	RYANAIR	S	54	0	0	3.7	25.9	38.9	13.0	7.4	7.4	3.7	0.0	0.0	0.0	0.0	22	83.3	7	54	
<b>ALICANTE</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	28	80.0	8	15	
<b>TOTAL ALICANTE</b>			<b>521</b>	<b>0</b>	<b>1</b>	<b>7.1</b>	<b>31.0</b>	<b>35.1</b>	<b>10.0</b>	<b>7.5</b>	<b>5.9</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>76.5</b>	<b>12</b>	<b>601</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

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
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	4.8	35.5	45.2	11.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	7	82.3	7	62
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	92.3	7	26
ALMERIA	NORWEGIAN AIR INTERNATIONAL	C	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	42	100.0	7	2
ALMERIA	THOMAS COOK AIRLINES LTD	S	12	0	0	8.3	25.0	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	18	83.3	11	12
ALMERIA	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	2	80.0	7	5
<b>TOTAL ALMERIA</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>32.5</b>	<b>42.2</b>	<b>13.3</b>	<b>1.2</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>10</b>	<b>85.0</b>	<b>7</b>	<b>107</b>
ASTURIAS	VUELING AIRLINES	S	28	0	0	0.0	7.1	25.0	17.9	17.9	25.0	7.1	0.0	0.0	0.0	0.0	45	61.5	13	26
<b>TOTAL ASTURIAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>25.0</b>	<b>17.9</b>	<b>17.9</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>45</b>	<b>61.5</b>	<b>13</b>	<b>26</b>
BARCELONA	BRITISH AIRWAYS PLC	S	121	0	2	6.5	30.1	30.9	11.4	13.0	4.1	0.0	2.4	0.0	0.0	1.6	19	75.0	14	130
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	366	0	6	7.3	19.9	32.0	13.2	13.4	6.5	2.7	3.5	0.0	0.0	1.6	29	69.4	17	372
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	56.8	37	44
BARCELONA	NORWEGIAN AIR INTERNATIONAL	S	62	0	0	0.0	19.4	43.5	14.5	3.2	11.3	4.8	1.6	1.6	0.0	0.0	35	66.1	15	62
BARCELONA	VUELING AIRLINES	S	379	0	3	3.7	11.5	26.7	16.5	19.1	14.9	5.0	1.3	0.5	0.0	0.8	39	70.1	12	304
<b>TOTAL BARCELONA</b>			<b>928</b>	<b>0</b>	<b>11</b>	<b>5.2</b>	<b>17.8</b>	<b>30.5</b>	<b>14.4</b>	<b>15.0</b>	<b>9.9</b>	<b>3.4</b>	<b>2.3</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>32</b>	<b>69.6</b>	<b>16</b>	<b>912</b>
BILBAO	VUELING AIRLINES	S	62	0	2	10.9	46.9	28.1	10.9	0.0	0.0	0.0	0.0	0.0	0.0	3.1	5	79.7	11	64
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>10.9</b>	<b>46.9</b>	<b>28.1</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>0.0</b>	<b>3.1</b>	<b>5</b>	<b>79.7</b>	<b>11</b>	<b>64</b>
GIRONA	NORWEGIAN AIR INTERNATIONAL	C	5	0	0	0.0	40.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
GIRONA	TAG AVIATION (UK) 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	110	0.0	0	0
GIRONA	TUI AIRWAYS LTD	C	8	0	0	0.0	37.5	25.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	29	92.3	22	13
<b>TOTAL GIRONA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>35.7</b>	<b>21.4</b>	<b>21.4</b>	<b>0.0</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>92.3</b>	<b>22</b>	<b>13</b>
GRANADA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	25.0	32.1	17.9	7.1	3.6	3.6	7.1	0.0	0.0	0.0	39	84.6	10	26
<b>TOTAL GRANADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>32.1</b>	<b>17.9</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>84.6</b>	<b>10</b>	<b>26</b>
IBIZA	BRITISH AIRWAYS PLC	S	66	0	0	15.2	34.8	36.4	3.0	6.1	3.0	1.5	0.0	0.0	0.0	0.0	11	76.8	7	52
IBIZA	EASYJET AIRLINE COMPANY LTD	S	72	0	2	2.7	32.4	32.4	8.1	10.8	6.8	0.0	4.1	0.0	0.0	2.7	24	72.6	21	73
IBIZA	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	28	1
IBIZA	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
IBIZA	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	88.2	5	34
IBIZA	NORWEGIAN AIR INTERNATIONAL	C	16	0	0	0.0	43.8	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	8	20
IBIZA	NORWEGIAN AIR INTERNATIONAL	S	8	0	0	0.0	12.5	25.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	27	77.8	8	18
IBIZA	THOMAS COOK AIRLINES LTD	S	20	0	0	0.0	40.0	35.0	5.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	70.0	33	20
IBIZA	TUI AIRWAYS LTD	C	19	0	0	0.0	21.1	63.2	10.5	0.0	5.3	0.0	0.0	0.0	0.0	0.0	8	78.1	18	32
<b>TOTAL IBIZA</b>			<b>201</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>33.0</b>	<b>36.9</b>	<b>7.9</b>	<b>8.9</b>	<b>4.4</b>	<b>0.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>76.9</b>	<b>15</b>	<b>251</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	NORWEGIAN AIR INTERNATIONAL	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	85.7	5	7
JEREZ	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	57.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL JEREZ</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.7</b>	<b>5</b>	<b>7</b>
MADRID	AIR EUROPA	S	124	0	0	0.0	17.7	47.6	15.3	10.5	7.3	0.0	1.6	0.0	0.0	0.0	21	71.8	16	124
MADRID	EASYJET AIRLINE COMPANY LTD	S	248	0	6	6.7	31.1	30.3	13.4	6.3	6.7	2.4	0.8	0.0	0.0	2.4	19	74.2	14	255
MADRID	IBERIA EXPRESS	S	122	0	0	9.8	36.1	32.8	4.9	13.1	2.5	0.8	0.0	0.0	0.0	0.0	12	86.3	7	124
MADRID	NORWEGIAN AIR INTERNATIONAL	S	106	0	0	7.5	32.1	29.2	9.4	9.4	7.5	0.0	0.9	3.8	0.0	0.0	35	77.4	15	106
<b>TOTAL MADRID</b>			<b>600</b>	<b>0</b>	<b>6</b>	<b>6.1</b>	<b>29.5</b>	<b>34.2</b>	<b>11.4</b>	<b>9.1</b>	<b>6.1</b>	<b>1.2</b>	<b>0.8</b>	<b>0.7</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>76.7</b>	<b>13</b>	<b>609</b>
MAHON	BRITISH AIRWAYS PLC	S	10	0	0	10.0	0.0	70.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	26	0.0	0	0
MAHON	EASYJET AIRLINE COMPANY LTD	S	88	0	0	5.7	19.3	42.0	12.5	10.2	4.5	3.4	2.3	0.0	0.0	0.0	24	67.4	18	86
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	82.2	10	45
MAHON	NORWEGIAN AIR INTERNATIONAL	C	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	16	7
MAHON	THOMAS COOK AIRLINES LTD	S	22	0	0	0.0	36.4	45.5	0.0	9.1	4.5	4.5	0.0	0.0	0.0	0.0	16	89.3	6	28
MAHON	TUI AIRWAYS LTD	C	32	0	0	0.0	21.9	65.6	9.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6	87.2	6	39
<b>TOTAL MAHON</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>21.2</b>	<b>49.4</b>	<b>9.6</b>	<b>8.3</b>	<b>3.2</b>	<b>3.2</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.6</b>	<b>12</b>	<b>205</b>
MALAGA	BRITISH AIRWAYS PLC	S	270	0	0	20.4	30.7	33.7	6.7	4.1	3.3	1.1	0.0	0.0	0.0	0.0	10	80.9	9	231
MALAGA	EASYJET AIRLINE COMPANY LTD	S	319	0	2	8.4	24.3	31.8	13.1	10.3	9.7	1.2	0.6	0.0	0.0	0.6	21	74.7	14	320
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	66.9	15	124
MALAGA	NORWEGIAN AIR INTERNATIONAL	C	17	0	1	0.0	38.9	33.3	0.0	16.7	0.0	0.0	0.0	5.6	0.0	5.6	53	0.0	0	0
MALAGA	NORWEGIAN AIR INTERNATIONAL	S	70	0	0	0.0	12.9	48.6	24.3	10.0	2.9	0.0	0.0	1.4	0.0	0.0	21	72.6	15	62
MALAGA	TUI AIRWAYS LTD	C	29	0	0	0.0	13.8	41.4	24.1	17.2	3.4	0.0	0.0	0.0	0.0	0.0	17	58.3	22	36
<b>TOTAL MALAGA</b>			<b>705</b>	<b>0</b>	<b>3</b>	<b>11.6</b>	<b>25.6</b>	<b>34.6</b>	<b>11.9</b>	<b>8.3</b>	<b>6.1</b>	<b>1.0</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>74.4</b>	<b>13</b>	<b>773</b>
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	110	0	2	4.5	24.1	38.4	15.2	12.5	2.7	0.0	0.9	0.0	0.0	1.8	15	61.6	19	112
<b>TOTAL MURCIA SAN JAVIER</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>4.5</b>	<b>24.1</b>	<b>38.4</b>	<b>15.2</b>	<b>12.5</b>	<b>2.7</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>15</b>	<b>61.6</b>	<b>19</b>	<b>112</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	14	0	0	0.0	21.4	21.4	7.1	7.1	42.9	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	276	0	0	1.4	12.0	25.4	17.0	22.8	12.7	3.6	4.3	0.7	0.0	0.0	45	59.4	19	276
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	85.0	12	120
PALMA DE MALLORCA	NORWEGIAN AIR INTERNATIONAL	C	24	0	0	0.0	58.3	25.0	0.0	12.5	4.2	0.0	0.0	0.0	0.0	0.0	9	63.6	28	11
PALMA DE MALLORCA	NORWEGIAN AIR INTERNATIONAL	S	51	0	0	9.8	37.3	29.4	9.8	7.8	5.9	0.0	0.0	0.0	0.0	0.0	13	71.7	14	51
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	54	0	0	1.9	13.0	40.7	16.7	5.6	18.5	3.7	0.0	0.0	0.0	0.0	30	73.1	14	52

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	TUI AIRWAYS LTD	C	42	0	1	0.0	18.6	39.5	16.3	9.3	11.6	2.3	0.0	0.0	0.0	2.3	25	69.1	19	67
<b>TOTAL PALMA DE MALLORCA</b>			<b>461</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>18.2</b>	<b>28.8</b>	<b>14.9</b>	<b>16.9</b>	<b>13.0</b>	<b>2.8</b>	<b>2.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>36</b>	<b>68.3</b>	<b>17</b>	<b>577</b>
REUS	NORWEGIAN AIR INTERNATIONAL	C	7	0	0	0.0	42.9	14.3	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
REUS	THOMAS COOK AIRLINES LTD	S	15	0	0	13.3	33.3	33.3	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	11	83.3	7	12
REUS	TUI AIRWAYS LTD	C	16	0	0	0.0	12.5	43.8	12.5	18.8	0.0	6.3	6.3	0.0	0.0	0.0	34	87.0	8	23
<b>TOTAL REUS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>26.3</b>	<b>34.2</b>	<b>10.5</b>	<b>15.8</b>	<b>2.6</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>85.7</b>	<b>8</b>	<b>35</b>
SANTIAGO DE COMPOSTELA (SPAIN)	EASYJET AIRLINE COMPANY LTD	S	24	0	0	0.0	58.3	25.0	4.2	4.2	0.0	8.3	0.0	0.0	0.0	0.0	15	88.5	5	26
SANTIAGO DE COMPOSTELA (SPAIN)	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	85.7	5	28
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>58.3</b>	<b>25.0</b>	<b>4.2</b>	<b>4.2</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>15</b>	<b>87.0</b>	<b>5</b>	<b>54</b>
SEVILLE	BRITISH AIRWAYS PLC	S	56	0	2	8.6	37.9	36.2	3.4	3.4	3.4	3.4	0.0	0.0	0.0	3.4	12	75.9	10	54
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	8.1	37.1	33.9	6.5	1.6	4.8	3.2	4.8	0.0	0.0	0.0	24	90.3	5	62
<b>TOTAL SEVILLE</b>			<b>118</b>	<b>0</b>	<b>2</b>	<b>8.3</b>	<b>37.5</b>	<b>35.0</b>	<b>5.0</b>	<b>2.5</b>	<b>4.2</b>	<b>3.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>18</b>	<b>83.6</b>	<b>8</b>	<b>116</b>
VALENCIA	BRITISH AIRWAYS PLC	S	62	0	0	21.0	45.2	24.2	1.6	1.6	3.2	3.2	0.0	0.0	0.0	0.0	10	86.0	7	50
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	157	0	0	7.0	31.2	34.4	9.6	7.0	7.0	3.8	0.0	0.0	0.0	0.0	18	78.0	12	158
<b>TOTAL VALENCIA</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>35.2</b>	<b>31.5</b>	<b>7.3</b>	<b>5.5</b>	<b>5.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>79.9</b>	<b>11</b>	<b>208</b>
<b>TOTAL SPAIN</b>			<b>4303</b>	<b>0</b>	<b>30</b>	<b>6.6</b>	<b>25.8</b>	<b>33.6</b>	<b>11.9</b>	<b>10.3</b>	<b>7.3</b>	<b>2.2</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>23</b>	<b>74.3</b>	<b>14</b>	<b>4696</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	BRITISH AIRWAYS PLC	S	35	0	0	11.4	31.4	31.4	11.4	2.9	8.6	2.9	0.0	0.0	0.0	0.0	15	79.2	12	23
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	0.0	21.0	46.8	16.1	9.7	4.8	1.6	0.0	0.0	0.0	0.0	17	53.2	37	62
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	75.8	8	62
ARRECIFE	NORWEGIAN AIR INTERNATIONAL	C	16	0	0	0.0	68.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	8
ARRECIFE	NORWEGIAN AIR INTERNATIONAL	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	3	88.9	3	18
ARRECIFE	THOMAS COOK AIRLINES LTD	S	25	0	0	4.0	4.0	44.0	8.0	20.0	8.0	8.0	4.0	0.0	0.0	0.0	39	80.0	16	30
ARRECIFE	TUI AIRWAYS LTD	C	20	0	0	0.0	20.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	22	72.4	16	28
<b>TOTAL ARRECIFE</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.3</b>	<b>40.4</b>	<b>13.3</b>	<b>8.4</b>	<b>6.0</b>	<b>2.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>71.7</b>	<b>18</b>	<b>231</b>
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	46	0	0	0.0	23.9	54.3	17.4	2.2	2.2	0.0	0.0	0.0	0.0	0.0	10	76.1	33	46
FUERTEVENTURA	NORWEGIAN AIR INTERNATIONAL	C	24	0	0	8.3	37.5	29.2	8.3	0.0	4.2	12.5	0.0	0.0	0.0	0.0	23	75.0	7	8
FUERTEVENTURA	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	7	8

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	33.3	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	9	18
FUERTEVENTURA	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	70.0	27	20
<b>TOTAL FUERTEVENTURA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>29.3</b>	<b>47.8</b>	<b>12.0</b>	<b>2.2</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>13</b>	<b>75.0</b>	<b>23</b>	<b>100</b>
LAS PALMAS	EASYJET AIRLINE COMPANY LTD	S	54	0	0	3.7	18.5	48.1	16.7	5.6	5.6	1.9	0.0	0.0	0.0	0.0	16	63.0	18	54
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	0.0	581	1
LAS PALMAS	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	0.0	0	100.0	11	1
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	88.9	5	18
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	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	0.0	0	0
LAS PALMAS	NORWEGIAN AIR INTERNATIONAL	S	26	0	0	0.0	19.2	46.2	23.1	11.5	0.0	0.0	0.0	0.0	0.0	0.0	12	79.3	11	29
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	26	0	0	7.7	23.1	19.2	23.1	7.7	11.5	0.0	7.7	0.0	0.0	0.0	38	67.9	15	28
LAS PALMAS	TUI AIRWAYS LTD	C	28	0	0	0.0	21.4	32.1	21.4	7.1	7.1	7.1	3.6	0.0	0.0	0.0	37	66.7	43	35
<b>TOTAL LAS PALMAS</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>19.7</b>	<b>40.1</b>	<b>20.4</b>	<b>7.0</b>	<b>5.6</b>	<b>2.1</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>70.1</b>	<b>24</b>	<b>166</b>
SANTA CRUZ DE LA PALMA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	27.8	55.6	0.0	11.1	0.0	5.6	0.0	0.0	0.0	0.0	15	82.4	8	17
SANTA CRUZ DE LA PALMA	NORWEGIAN AIR INTERNATIONAL	C	3	0	0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	31	100.0	0	2
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	6	0	0	0.0	0.0	50.0	16.7	0.0	0.0	16.7	16.7	0.0	0.0	0.0	60	100.0	1	6
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.5</b>	<b>48.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>88.0</b>	<b>6</b>	<b>25</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	80	0	0	13.8	32.5	32.5	3.8	8.8	8.8	0.0	0.0	0.0	0.0	0.0	13	88.9	6	52
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	94	0	2	3.1	24.0	43.8	9.4	8.3	8.3	0.0	1.0	0.0	0.0	2.1	18	71.1	15	97
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	75.0	10	96
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	C	19	0	0	0.0	15.8	42.1	15.8	5.3	15.8	5.3	0.0	0.0	0.0	0.0	28	87.5	6	16
TENERIFE (SURREINA SOFIA)	NORWEGIAN AIR INTERNATIONAL	S	46	0	0	2.2	13.0	56.5	15.2	8.7	4.3	0.0	0.0	0.0	0.0	0.0	13	86.5	11	52
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	31	0	0	0.0	6.5	35.5	25.8	9.7	0.0	9.7	6.5	6.5	0.0	0.0	66	65.4	15	26
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	31	0	0	0.0	12.9	38.7	25.8	12.9	9.7	0.0	0.0	0.0	0.0	0.0	21	85.2	10	54
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>301</b>	<b>0</b>	<b>2</b>	<b>5.0</b>	<b>21.1</b>	<b>41.3</b>	<b>12.5</b>	<b>8.9</b>	<b>7.6</b>	<b>1.3</b>	<b>1.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>22</b>	<b>78.7</b>	<b>11</b>	<b>393</b>
<b>TOTAL SPAIN(CANARY ST LUCIA)</b>			<b>728</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>22.7</b>	<b>41.9</b>	<b>14.1</b>	<b>7.7</b>	<b>5.9</b>	<b>2.2</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>20</b>	<b>75.2</b>	<b>16</b>	<b>915</b>
ST LUCIA (HEWANORRA)	TUI AIRWAYS LTD	C	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	9	85.7	9	7
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	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	78.6	18	14

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
							28.6	50.0	7.1	14.3	0.0	0.0	0.0	0.0							
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>50.0</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.0</b>	<b>15</b>	<b>21</b>	
<b>TOTAL ST LUCIA SWEDEN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>50.0</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>81.0</b>	<b>15</b>	<b>21</b>	
<b>GOTEBORG (LANDVETTER)</b>	NORWEGIAN AIR INTERNATIONAL	S	16	0	1	11.8	41.2	11.8	5.9	11.8	11.8	0.0	0.0	0.0	0.0	5.9	19	87.5	5	8	
<b>GOTEBORG (LANDVETTER)</b>	NORWEGIAN AIR SHUTTLE	S	82	0	0	0.0	23.2	34.1	19.5	11.0	11.0	1.2	0.0	0.0	0.0	0.0	21	69.0	13	100	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>26.3</b>	<b>30.3</b>	<b>17.2</b>	<b>11.1</b>	<b>11.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>21</b>	<b>70.4</b>	<b>13</b>	<b>108</b>	
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR INTERNATIONAL	S	269	0	1	8.9	40.7	28.5	8.9	6.3	3.7	1.1	1.5	0.0	0.0	0.4	15	74.9	16	270	
<b>STOCKHOLM (ARLANDA)</b>	NORWEGIAN AIR SHUTTLE	S	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	34	8	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>277</b>	<b>0</b>	<b>1</b>	<b>8.6</b>	<b>41.0</b>	<b>28.4</b>	<b>9.0</b>	<b>6.5</b>	<b>3.6</b>	<b>1.1</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>73.5</b>	<b>16</b>	<b>278</b>	
<b>TOTAL SWEDEN</b>			<b>375</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>37.1</b>	<b>28.9</b>	<b>11.1</b>	<b>7.7</b>	<b>5.6</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>16</b>	<b>72.6</b>	<b>15</b>	<b>386</b>	
<b>SWITZERLAND</b>																					
<b>BALE MULHOUSE</b>	EASYJET AIRLINE COMPANY LTD	S	172	0	7	3.4	33.5	30.2	12.8	6.1	5.6	2.2	1.7	0.6	0.0	3.9	22	64.6	17	178	
<b>BALE MULHOUSE</b>	RABBIT 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	29	1	
<b>TOTAL BALE MULHOUSE</b>			<b>172</b>	<b>0</b>	<b>7</b>	<b>3.4</b>	<b>33.5</b>	<b>30.2</b>	<b>12.8</b>	<b>6.1</b>	<b>5.6</b>	<b>2.2</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>3.9</b>	<b>22</b>	<b>64.2</b>	<b>17</b>	<b>179</b>	
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	350	0	8	2.5	28.8	33.0	14.0	9.2	8.4	1.1	0.8	0.0	0.0	2.2	20	60.8	20	370	
<b>GENEVA</b>	EASYJET SWITZERLAND	S	0	0	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>GENEVA</b>	NETJETS TRANSPORTES AEREOS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
<b>TOTAL GENEVA</b>			<b>350</b>	<b>0</b>	<b>18</b>	<b>2.4</b>	<b>28.0</b>	<b>32.1</b>	<b>13.6</b>	<b>9.0</b>	<b>8.2</b>	<b>1.1</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>20</b>	<b>60.9</b>	<b>20</b>	<b>371</b>	
<b>ZURICH</b>	AIR INDEPENDENCE GMBH	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>ZURICH</b>	EASYJET AIRLINE COMPANY LTD	S	92	0	7	3.0	26.3	31.3	11.1	12.1	9.1	0.0	0.0	0.0	0.0	7.1	17	55.2	21	96	
<b>TOTAL ZURICH</b>			<b>93</b>	<b>0</b>	<b>7</b>	<b>3.0</b>	<b>27.0</b>	<b>31.0</b>	<b>11.0</b>	<b>12.0</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>17</b>	<b>55.2</b>	<b>21</b>	<b>96</b>	
<b>TOTAL SWITZERLAND</b>			<b>615</b>	<b>0</b>	<b>32</b>	<b>2.8</b>	<b>29.4</b>	<b>31.4</b>	<b>13.0</b>	<b>8.7</b>	<b>7.6</b>	<b>1.2</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>4.9</b>	<b>20</b>	<b>61.0</b>	<b>19</b>	<b>646</b>	
<b>TAIWAN</b>																					
<b>TAIPEI</b>	CHINA AIRLINES	S	40	0	0	2.5	45.0	25.0	17.5	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL TAIPEI</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>45.0</b>	<b>25.0</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TAIWAN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>45.0</b>	<b>25.0</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>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TRINIDAD AND TOBAGO</b>																					
<b>PORT OF SPAIN</b>	BRITISH AIRWAYS PLC	S	44	0	0	6.8	34.1	50.0	2.3	4.5	2.3	0.0	0.0	0.0	0.0	0.0	8	86.7	9	45	
<b>TOTAL PORT OF SPAIN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>34.1</b>	<b>50.0</b>	<b>2.3</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.7</b>	<b>9</b>	<b>45</b>	
<b>TOBAGO</b>	BRITISH AIRWAYS PLC	S	18	0	0	0.0	44.4	33.3	0.0	0.0	16.7	5.6	0.0	0.0	0.0	0.0	24	94.4	3	18	
<b>TOBAGO</b>	VIRGIN ATLANTIC AIRWAYS 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	4	100.0	3	9	
<b>TOTAL TOBAGO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>42.3</b>	<b>0.0</b>	<b>0.0</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>18</b>	<b>96.3</b>	<b>3</b>	<b>27</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

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
<b>TOTAL TRINIDAD AND TUNISIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>37.1</b>	<b>47.1</b>	<b>1.4</b>	<b>2.9</b>	<b>5.7</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>90.3</b>	<b>7</b>	<b>72</b>
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	22	0	0	13.6	27.3	36.4	13.6	4.5	4.5	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	57.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>27.6</b>	<b>41.4</b>	<b>10.3</b>	<b>6.9</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TUNIS	TUNISAIR	S	26	0	0	0.0	11.5	57.7	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	23	32.1	48	28
<b>TOTAL TUNIS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>57.7</b>	<b>15.4</b>	<b>0.0</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>32.1</b>	<b>48</b>	<b>28</b>
<b>TOTAL TUNISIA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>5.5</b>	<b>20.0</b>	<b>49.1</b>	<b>12.7</b>	<b>3.6</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>16</b>	<b>32.1</b>	<b>48</b>	<b>28</b>
<b>TURKEY</b>																				
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	35	0	0	8.6	5.7	34.3	31.4	8.6	11.4	0.0	0.0	0.0	0.0	0.0	24	54.3	29	35
ANTALYA	FREEBIRD AIRLINES	C	8	0	0	0.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	99	30.0	28	10
ANTALYA	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	25	12
ANTALYA	THOMAS COOK AIRLINES LTD	S	76	0	0	6.6	13.2	39.5	11.8	10.5	6.6	6.6	5.3	0.0	0.0	0.0	36	61.3	41	62
ANTALYA	TUI AIRWAYS LTD	C	51	0	0	0.0	17.6	27.5	21.6	25.5	3.9	0.0	3.9	0.0	0.0	0.0	35	56.3	17	16
<b>TOTAL ANTALYA</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>14.1</b>	<b>34.7</b>	<b>18.2</b>	<b>14.1</b>	<b>6.5</b>	<b>2.9</b>	<b>3.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>55.6</b>	<b>33</b>	<b>135</b>
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	43	0	0	2.3	4.7	46.5	18.6	18.6	9.3	0.0	0.0	0.0	0.0	0.0	25	56.8	22	44
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	12.5	37.5	0.0	25.0	0.0	18.8	0.0	0.0	0.0	0.0	42	77.8	11	18
BODRUM (MILAS)	TUI AIRWAYS LTD	C	11	0	0	0.0	27.3	45.5	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	15	100.0	3	11
<b>TOTAL BODRUM (MILAS)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>10.0</b>	<b>44.3</b>	<b>12.9</b>	<b>18.6</b>	<b>7.1</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>68.5</b>	<b>16</b>	<b>73</b>
DALAMAN	BRITISH AIRWAYS PLC	S	10	0	0	0.0	10.0	20.0	20.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	42	33.3	18	2
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	53	0	0	0.0	20.8	32.1	20.8	9.4	13.2	1.9	1.9	0.0	0.0	0.0	29	55.6	20	54
DALAMAN	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	79.5	29	44
DALAMAN	PEGASUS AIRLINES	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	7	50.0	43	2
DALAMAN	THOMAS COOK AIRLINES LTD	S	88	0	2	5.6	13.3	28.9	14.4	11.1	7.8	5.6	6.7	4.4	0.0	2.2	89	69.2	16	65
DALAMAN	TUI AIRWAYS LTD	C	29	0	0	0.0	20.7	24.1	13.8	17.2	17.2	6.9	0.0	0.0	0.0	0.0	36	88.9	7	18
<b>TOTAL DALAMAN</b>			<b>188</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>16.8</b>	<b>29.5</b>	<b>16.3</b>	<b>11.6</b>	<b>11.6</b>	<b>4.2</b>	<b>3.7</b>	<b>2.1</b>	<b>0.0</b>	<b>1.1</b>	<b>58</b>	<b>68.8</b>	<b>20</b>	<b>185</b>
ISTANBUL	THY TURKISH AIRLINES	S	124	0	0	5.6	29.0	39.5	12.9	5.6	4.8	2.4	0.0	0.0	0.0	0.0	16	66.1	13	124
<b>TOTAL ISTANBUL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>29.0</b>	<b>39.5</b>	<b>12.9</b>	<b>5.6</b>	<b>4.8</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>66.1</b>	<b>13</b>	<b>124</b>
ISTANBUL (SABIHA GOKCEN)	THY TURKISH AIRLINES	S	48	0	0	18.8	45.8	22.9	4.2	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	73.9	10	46
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>45.8</b>	<b>22.9</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>73.9</b>	<b>10</b>	<b>46</b>
IZMIR (ADNAN MENDERES)	EASYJET AIRLINE COMPANY LTD	S	18	0	1	0.0	21.1	36.8	21.1	5.3	0.0	0.0	10.5	0.0	0.0	5.3	35	44.4	55	18
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	18	0	0	16.7	27.8	44.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	82.4	6	17



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	14.3	0.0	42.9	28.6	14.3	0.0	0.0	0.0	0.0	64	57.1	17	7
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>6.8</b>	<b>20.5</b>	<b>36.4</b>	<b>11.4</b>	<b>11.4</b>	<b>4.5</b>	<b>2.3</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>28</b>	<b>61.9</b>	<b>29</b>	<b>42</b>
<b>TOTAL TURKEY</b>			<b>643</b>	<b>0</b>	<b>3</b>	<b>5.4</b>	<b>20.1</b>	<b>34.4</b>	<b>14.6</b>	<b>11.6</b>	<b>7.1</b>	<b>3.1</b>	<b>2.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.5</b>	<b>35</b>	<b>65.2</b>	<b>21</b>	<b>605</b>
<b>TURKS AND CAICOS</b>																				
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	17	0	0	0.0	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.1	2	17
<b>TOTAL PROVIDENCIALES</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.9</b>	<b>41.2</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>0.0</b>	<b>3</b>	<b>94.1</b>	<b>2</b>	<b>17</b>
<b>TOTAL TURKS AND CAICOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.9</b>	<b>41.2</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>0.0</b>	<b>3</b>	<b>94.1</b>	<b>2</b>	<b>17</b>
<b>UKRAINE</b>																				
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	S	124	0	0	3.2	25.0	41.1	14.5	10.5	4.0	1.6	0.0	0.0	0.0	0.0	15	87.1	6	116
<b>TOTAL KIEV (BORISPOL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>25.0</b>	<b>41.1</b>	<b>14.5</b>	<b>10.5</b>	<b>4.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.1</b>	<b>6</b>	<b>116</b>
<b>TOTAL UKRAINE</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>25.0</b>	<b>41.1</b>	<b>14.5</b>	<b>10.5</b>	<b>4.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>87.1</b>	<b>6</b>	<b>116</b>
<b>UNITED ARAB EMIRATES</b>																				
DUBAI	EMIRATES	S	185	0	0	16.2	36.2	34.6	6.5	4.3	1.1	1.1	0.0	0.0	0.0	0.0	8	84.4	6	186
<b>TOTAL DUBAI</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>36.2</b>	<b>34.6</b>	<b>6.5</b>	<b>4.3</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>84.4</b>	<b>6</b>	<b>186</b>
<b>TOTAL UNITED ARAB</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>36.2</b>	<b>34.6</b>	<b>6.5</b>	<b>4.3</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>84.4</b>	<b>6</b>	<b>186</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	115	0	1	9.5	33.6	27.6	8.6	6.0	4.3	5.2	4.3	0.0	0.0	0.9	27	72.6	22	117
<b>TOTAL ABERDEEN</b>			<b>115</b>	<b>0</b>	<b>1</b>	<b>9.5</b>	<b>33.6</b>	<b>27.6</b>	<b>8.6</b>	<b>6.0</b>	<b>4.3</b>	<b>5.2</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>27</b>	<b>72.6</b>	<b>22</b>	<b>117</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	365	0	4	3.8	35.0	32.2	9.2	8.1	7.3	1.6	0.5	1.1	0.0	1.1	22	73.5	15	376
BELFAST INTERNATIONAL	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.2	14	248
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>365</b>	<b>0</b>	<b>4</b>	<b>3.8</b>	<b>35.0</b>	<b>32.2</b>	<b>9.2</b>	<b>8.1</b>	<b>7.3</b>	<b>1.6</b>	<b>0.5</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>72.1</b>	<b>14</b>	<b>624</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	39	1
BIRMINGHAM	NORWEGIAN AIR UK LTD	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
BIRMINGHAM	VIRGIN ATLANTIC AIRWAYS LTD	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>0</b>	<b>0</b>	<b>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>39</b>	<b>1</b>
CAMBRIDGE	VIRGIN ATLANTIC 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 CAMBRIDGE</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	208	0	0	11.5	50.0	24.0	7.2	1.9	3.4	1.4	0.5	0.0	0.0	0.0	10	83.5	7	204
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	252	0	6	7.8	22.9	28.3	15.1	10.9	8.5	2.7	1.6	0.0	0.0	2.3	25	62.9	20	256
<b>TOTAL EDINBURGH</b>			<b>460</b>	<b>0</b>	<b>6</b>	<b>9.4</b>	<b>35.0</b>	<b>26.4</b>	<b>11.6</b>	<b>6.9</b>	<b>6.2</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>18</b>	<b>72.0</b>	<b>14</b>	<b>460</b>
GLASGOW	BRITISH AIRWAYS PLC	S	207	0	3	12.9	49.0	21.4	6.7	4.3	3.3	1.0	0.0	0.0	0.0	1.4	9	84.7	8	202

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	208	0	4	6.6	28.8	30.7	11.8	9.0	6.6	4.2	0.5	0.0	0.0	1.9	21	66.8	17	222	
GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	80.0	11	5	
<b>TOTAL GLASGOW</b>			<b>417</b>	<b>0</b>	<b>7</b>	<b>9.9</b>	<b>38.7</b>	<b>25.9</b>	<b>9.2</b>	<b>6.8</b>	<b>5.0</b>	<b>2.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>75.4</b>	<b>12</b>	<b>429</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	354	0	2	2.2	42.7	33.7	5.6	4.5	5.1	3.9	1.7	0.0	0.0	0.6	19	80.7	15	351	
<b>TOTAL GUERNSEY</b>			<b>354</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>42.7</b>	<b>33.7</b>	<b>5.6</b>	<b>4.5</b>	<b>5.1</b>	<b>3.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>80.7</b>	<b>15</b>	<b>351</b>	
HEATHROW	BRITISH AIRWAYS PLC	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL HEATHROW</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>	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	155	0	3	4.4	27.2	33.5	15.2	8.9	3.8	1.9	2.5	0.6	0.0	1.9	26	67.7	15	158	
<b>TOTAL INVERNESS</b>			<b>155</b>	<b>0</b>	<b>3</b>	<b>4.4</b>	<b>27.2</b>	<b>33.5</b>	<b>15.2</b>	<b>8.9</b>	<b>3.8</b>	<b>1.9</b>	<b>2.5</b>	<b>0.6</b>	<b>0.0</b>	<b>1.9</b>	<b>26</b>	<b>67.7</b>	<b>15</b>	<b>158</b>	
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	116	0	2	5.9	33.9	32.2	13.6	5.9	5.9	0.0	0.8	0.0	0.0	1.7	14	77.1	8	114	
<b>TOTAL ISLE OF MAN</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>33.9</b>	<b>32.2</b>	<b>13.6</b>	<b>5.9</b>	<b>5.9</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>14</b>	<b>77.1</b>	<b>8</b>	<b>114</b>	
JERSEY	BRITISH AIRWAYS PLC	S	284	0	6	16.6	43.8	26.2	5.5	1.4	3.4	0.7	0.3	0.0	0.0	2.1	7	85.1	7	288	
JERSEY	EASYJET AIRLINE COMPANY LTD	S	190	0	4	10.8	37.6	29.4	7.2	7.7	3.6	1.0	0.0	0.5	0.0	2.1	15	71.0	26	193	
<b>TOTAL JERSEY</b>			<b>474</b>	<b>0</b>	<b>10</b>	<b>14.3</b>	<b>41.3</b>	<b>27.5</b>	<b>6.2</b>	<b>3.9</b>	<b>3.5</b>	<b>0.8</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>2.1</b>	<b>11</b>	<b>79.5</b>	<b>14</b>	<b>481</b>	
LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	2875	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>33.3</b>	<b>0.0</b>	<b>33.3</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>975</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LONDON CITY	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	4	1	
<b>TOTAL LONDON CITY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>	
LUTON	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	
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	25	100.0	3	1	
LUTON	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	40	1	
<b>TOTAL LUTON</b>			<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25</b>	<b>50.0</b>	<b>22</b>	<b>2</b>	
MANCHESTER	BMI REGIONAL	C	2	0	0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
MANCHESTER	SIAVIA	C	0	0	0	0.0	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	THOMAS COOK AIRLINES 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	0	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>16</b>	<b>0.0</b>	<b>28</b>	<b>1</b>	
NEWCASTLE	BMI REGIONAL	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 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	164	0	0	2.4	32.9	40.9	6.7	7.9	6.7	1.8	0.6	0.0	0.0	0.0	17	79.3	9	164	
<b>TOTAL NEWQUAY</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>32.9</b>	<b>40.9</b>	<b>6.7</b>	<b>7.9</b>	<b>6.7</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>79.3</b>	<b>9</b>	<b>164</b>	
SOUTHEND	JOTA AVIATION 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	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 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>12</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STANSTED	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	0.0	64	1	
STANSTED	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	16	1	
STANSTED	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	1	
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>44</b>	<b>3</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2629</b>	<b>0</b>	<b>41</b>	<b>7.8</b>	<b>36.9</b>	<b>29.9</b>	<b>9.0</b>	<b>6.3</b>	<b>5.3</b>	<b>2.1</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.5</b>	<b>19</b>	<b>75.0</b>	<b>14</b>	<b>2906</b>	
<b>USA</b>																					
AUSTIN (BERGSTROM)	NORWEGIAN AIR UK LTD	S	27	0	0	0.0	3.7	11.1	14.8	33.3	18.5	3.7	14.8	0.0	0.0	0.0	78	0.0	0	0	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.7</b>	<b>11.1</b>	<b>14.8</b>	<b>33.3</b>	<b>18.5</b>	<b>3.7</b>	<b>14.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>78</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BANGOR	NETJETS AVIATION (USA)	C	0	0	0	0.0	0.0	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 BANGOR</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
BOSTON	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	51.4	25	35	
BOSTON	NORWEGIAN AIR UK LTD	S	62	0	0	8.1	27.4	33.9	11.3	9.7	4.8	3.2	1.6	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>27.4</b>	<b>33.9</b>	<b>11.3</b>	<b>9.7</b>	<b>4.8</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>51.4</b>	<b>25</b>	<b>35</b>	
CHICAGO (O'HARE)	NORWEGIAN AIR UK LTD	S	60	0	2	17.7	17.7	32.3	12.9	3.2	8.1	3.2	0.0	1.6	0.0	3.2	24	0.0	0	0	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>17.7</b>	<b>17.7</b>	<b>32.3</b>	<b>12.9</b>	<b>3.2</b>	<b>8.1</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>24</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DENVER INTERNATIONAL	NORWEGIAN AIR UK LTD	S	27	0	0	0.0	14.8	14.8	7.4	25.9	18.5	3.7	7.4	7.4	0.0	0.0	85	0.0	0	0	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>14.8</b>	<b>7.4</b>	<b>25.9</b>	<b>18.5</b>	<b>3.7</b>	<b>7.4</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>85</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
FORT LAUDERDALE	BRITISH AIRWAYS PLC	S	26	0	0	11.5	42.3	34.6	0.0	7.7	0.0	0.0	0.0	3.8	0.0	0.0	60	0.0	0	0	
FORT LAUDERDALE	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	47.4	26	19	
FORT LAUDERDALE	NORWEGIAN AIR UK LTD	S	27	0	0	0.0	0.0	22.2	11.1	3.7	25.9	7.4	22.2	7.4	0.0	0.0	127	0.0	0	0	
<b>TOTAL FORT LAUDERDALE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>20.8</b>	<b>28.3</b>	<b>5.7</b>	<b>5.7</b>	<b>13.2</b>	<b>3.8</b>	<b>11.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>94</b>	<b>47.4</b>	<b>26</b>	<b>19</b>	
LAS VEGAS	BRITISH AIRWAYS PLC	S	26	0	0	0.0	30.8	30.8	11.5	19.2	0.0	0.0	7.7	0.0	0.0	0.0	27	0.0	0	0	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	4.8	24.2	35.5	17.7	9.7	6.5	1.6	0.0	0.0	0.0	0.0	18	79.7	15	69	
<b>TOTAL LAS VEGAS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>26.1</b>	<b>34.1</b>	<b>15.9</b>	<b>12.5</b>	<b>4.5</b>	<b>1.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>79.7</b>	<b>15</b>	<b>69</b>	
LOS ANGELES INTERNATIONAL	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	58.1	19	62	
LOS ANGELES INTERNATIONAL	NORWEGIAN AIR UK LTD	S	97	0	0	7.2	23.7	36.1	13.4	8.2	8.2	1.0	2.1	0.0	0.0	0.0	21	0.0	0	0	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>7.2</b>	<b>23.7</b>	<b>36.1</b>	<b>13.4</b>	<b>8.2</b>	<b>8.2</b>	<b>1.0</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>58.1</b>	<b>19</b>	<b>62</b>	
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	59	0	4	12.7	33.3	25.4	12.7	1.6	4.8	3.2	0.0	0.0	0.0	6.3	14	77.4	10	60	
NEW YORK (JF KENNEDY)	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	74.2	19	62	
NEW YORK (JF KENNEDY)	NORWEGIAN AIR UK LTD	S	110	0	3	15.9	27.4	26.5	8.8	9.7	3.5	1.8	0.9	2.7	0.0	2.7	28	0.0	0	0	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>169</b>	<b>0</b>	<b>7</b>	<b>14.8</b>	<b>29.5</b>	<b>26.1</b>	<b>10.2</b>	<b>6.8</b>	<b>4.0</b>	<b>2.3</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>4.0</b>	<b>23</b>	<b>75.8</b>	<b>15</b>	<b>122</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GATWICK (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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		
OAKLAND	BRITISH AIRWAYS PLC	S	26	0	0	7.7	26.9	42.3	11.5	11.5	0.0	0.0	0.0	0.0	0.0	10	50.0	43	34		
OAKLAND	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	57.8	24	45		
OAKLAND	NORWEGIAN AIR UK LTD	S	54	0	0	14.8	24.1	35.2	9.3	9.3	3.7	1.9	1.9	0.0	0.0	18	0.0	0	0		
<b>TOTAL OAKLAND</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>37.5</b>	<b>10.0</b>	<b>10.0</b>	<b>2.5</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>54.4</b>	<b>32</b>	<b>79</b>		
ORLANDO	BRITISH AIRWAYS PLC	S	116	0	0	12.1	33.6	27.6	9.5	5.2	6.9	4.3	0.9	0.0	0.0	20	73.9	14	112		
ORLANDO	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	53.8	23	26		
ORLANDO	NORWEGIAN AIR UK LTD	S	35	0	0	2.9	17.1	40.0	11.4	20.0	5.7	0.0	2.9	0.0	0.0	30	0.0	0	0		
ORLANDO	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	19.2	23.1	15.4	19.2	19.2	3.8	0.0	0.0	0.0	37	60.0	26	25		
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	105	0	1	4.7	17.0	36.8	13.2	14.2	7.5	5.7	0.0	0.0	0.9	26	78.7	10	108		
<b>TOTAL ORLANDO</b>			<b>282</b>	<b>0</b>	<b>1</b>	<b>7.1</b>	<b>24.0</b>	<b>32.2</b>	<b>11.7</b>	<b>11.7</b>	<b>8.1</b>	<b>4.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>72.6</b>	<b>15</b>	<b>271</b>		
SAN BERNARDINO (NORTON AFB)	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	100.0	14	1		
<b>TOTAL SAN BERNARDINO (NORTON AFB)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>		
SANFORD	TUI AIRWAYS LTD	C	18	0	0	5.6	33.3	38.9	11.1	5.6	5.6	0.0	0.0	0.0	0.0	11	35.3	29	17		
<b>TOTAL SANFORD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</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>11</b>	<b>35.3</b>	<b>29</b>	<b>17</b>		
SEATTLE (TACOMA)	NORWEGIAN AIR UK LTD	S	35	0	0	2.9	8.6	25.7	5.7	8.6	31.4	11.4	0.0	5.7	0.0	75	0.0	0	0		
<b>TOTAL SEATTLE (TACOMA)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>8.6</b>	<b>25.7</b>	<b>5.7</b>	<b>8.6</b>	<b>31.4</b>	<b>11.4</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>75</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
TAMPA	BRITISH AIRWAYS PLC	S	62	0	0	12.9	35.5	37.1	8.1	4.8	0.0	1.6	0.0	0.0	0.0	9	71.7	26	60		
<b>TOTAL TAMPA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>35.5</b>	<b>37.1</b>	<b>8.1</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>9</b>	<b>71.7</b>	<b>26</b>	<b>60</b>		
WHITE PLAINS	NETJETS AVIATION (USA)	C	0	0	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		
<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</b>	<b>0.0</b>	<b>55</b>	<b>1</b>		
<b>TOTAL USA</b>			<b>1060</b>	<b>0</b>	<b>10</b>	<b>8.9</b>	<b>24.4</b>	<b>31.2</b>	<b>11.1</b>	<b>9.9</b>	<b>7.6</b>	<b>3.0</b>	<b>2.0</b>	<b>1.0</b>	<b>0.0</b>	<b>30</b>	<b>68.1</b>	<b>19</b>	<b>737</b>		
<b>TOTAL GATWICK</b>			<b>25142</b>	<b>0</b>	<b>366</b>	<b>6.8</b>	<b>28.1</b>	<b>33.1</b>	<b>11.5</b>	<b>8.9</b>	<b>6.6</b>	<b>2.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>22</b>	<b>72.3</b>	<b>15</b>	<b>25937</b>		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>																					
SALZBURG	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	1	
SALZBURG	BA CITYFLYER LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	101	1	
<b>TOTAL SALZBURG</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>50.0</b>	<b>51</b>	<b>2</b>	
VIENNA	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	0.0	27	1	
<b>TOTAL VIENNA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>27</b>	<b>1</b>	
<b>TOTAL AUSTRIA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>33.3</b>	<b>43</b>	<b>3</b>	
<b>BELGIUM</b>																					
CHARLEROI	RYANAIR	S	18	0	0	0.0	27.8	33.3	11.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	18	72.2	11	18	
<b>TOTAL CHARLEROI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.2</b>	<b>11</b>	<b>18</b>	
<b>TOTAL BELGIUM</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.2</b>	<b>11</b>	<b>18</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	5	0	0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	5	
BURGAS	THOMAS COOK AIRLINES LTD	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	68	0.0	0	0	
BURGAS	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	3	100.0	0	3	
<b>TOTAL BURGAS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>8.3</b>	<b>25.0</b>	<b>8.3</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
SOFIA	RYANAIR	S	18	0	0	5.6	22.2	33.3	11.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	19	61.1	18	18	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>33.3</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>61.1</b>	<b>18</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>30.0</b>	<b>23.3</b>	<b>16.7</b>	<b>16.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>73.1</b>	<b>13</b>	<b>26</b>	
<b>CANADA</b>																					
HALIFAX INT	WEST JET 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	11	0.0	0	0	
<b>TOTAL HALIFAX INT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
TORONTO	AIR TRANSAT	S	33	0	0	27.3	30.3	15.2	3.0	3.0	21.2	0.0	0.0	0.0	0.0	0.0	21	54.8	26	31	
TORONTO	WEST JET AIRLINES	S	32	0	2	0.0	41.2	32.4	2.9	5.9	11.8	0.0	0.0	0.0	0.0	5.9	16	57.4	25	61	
<b>TOTAL TORONTO</b>			<b>65</b>	<b>0</b>	<b>2</b>	<b>13.4</b>	<b>35.8</b>	<b>23.9</b>	<b>3.0</b>	<b>4.5</b>	<b>16.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>19</b>	<b>56.5</b>	<b>25</b>	<b>92</b>	
VANCOUVER	AIR TRANSAT	S	10	0	0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	15	10	
<b>TOTAL VANCOUVER</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60.0</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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>60.0</b>	<b>15</b>	<b>10</b>	
<b>TOTAL CANADA</b>			<b>77</b>	<b>0</b>	<b>2</b>	<b>19.0</b>	<b>34.2</b>	<b>24.1</b>	<b>2.5</b>	<b>3.8</b>	<b>13.9</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>56.9</b>	<b>24</b>	<b>102</b>	
<b>CAPE VERDE ISLANDS</b>																					
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	3	8	
<b>TOTAL ILHA DO SAL C.VERDE</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>12</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
<b>TOTAL CAPE VERDE</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>12</b>	<b>87.5</b>	<b>3</b>	<b>8</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM 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	100.0	3	8	
DUBROVNIK	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	2	75.0	113	8	
<b>TOTAL DUBROVNIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>43.8</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>87.5</b>	<b>58</b>	<b>16</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

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
SPLIT	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	31.3	12.5	25.0	12.5	6.3	6.3	0.0	0.0	0.0	0.0	28	93.8	3	16
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>12.5</b>	<b>25.0</b>	<b>12.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>93.8</b>	<b>3</b>	<b>16</b>
<b>TOTAL CROATIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>40.6</b>	<b>28.1</b>	<b>12.5</b>	<b>6.3</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>15</b>	<b>90.6</b>	<b>31</b>	<b>32</b>
<b>CYPRUS</b>																				
LARNACA	JET2.COM LTD	S	10	0	0	10.0	40.0	40.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	10
LARNACA	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	56.3	21	16
LARNACA	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	23.5	29.4	35.3	5.9	5.9	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
LARNACA	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	35	100.0	3	8
<b>TOTAL LARNACA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>22.9</b>	<b>28.6</b>	<b>31.4</b>	<b>8.6</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>79.4</b>	<b>11</b>	<b>34</b>
PAPHOS	JET2.COM LTD	S	18	0	0	0.0	33.3	16.7	22.2	27.8	0.0	0.0	0.0	0.0	0.0	0.0	18	64.7	12	17
PAPHOS	TUI AIRWAYS LTD	C	10	0	0	20.0	10.0	30.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	23	76.5	8	17
<b>TOTAL PAPHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>21.4</b>	<b>14.3</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>20</b>	<b>70.6</b>	<b>10</b>	<b>34</b>
<b>TOTAL CYPRUS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>23.8</b>	<b>25.4</b>	<b>23.8</b>	<b>15.9</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>75.0</b>	<b>11</b>	<b>68</b>
<b>CZECH REPUBLIC</b>																				
PRAGUE	AIR TRANSAT	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
PRAGUE	JET2.COM LTD	S	16	0	0	0.0	68.8	12.5	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	18
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>68.8</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>0.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>19</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>68.8</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>0.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>19</b>
<b>FRANCE</b>																				
CARCASSONNE	RYANAIR	S	18	0	0	0.0	33.3	11.1	16.7	27.8	11.1	0.0	0.0	0.0	0.0	0.0	24	88.9	5	18
<b>TOTAL CARCASSONNE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>11.1</b>	<b>16.7</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>24</b>	<b>88.9</b>	<b>5</b>	<b>18</b>
MARSEILLE	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	8	4
<b>TOTAL MARSEILLE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>75.0</b>	<b>8</b>	<b>4</b>
NANTES	SIAVIA	C	0	0	0	0.0	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 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>1</b>	<b>3</b>
NICE	BA CITYFLYER 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	110	50.0	13	2	
<b>TOTAL NICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>110</b>	<b>50.0</b>	<b>13</b>	<b>2</b>	
PARIS (CHARLES DE GAULLE)	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	77.8	10	45	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	77	0	1	1.3	26.9	41.0	14.1	11.5	3.8	0.0	0.0	0.0	0.0	1.3	14	77.4	12	62
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>1.3</b>	<b>26.9</b>	<b>41.0</b>	<b>14.1</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>1.3</b>	<b>14</b>	<b>77.6</b>	<b>11</b>	<b>107</b>
TARBES-LOURDES INTERNATIONAL	ALBA STAR	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
TARBES-LOURDES INTERNATIONAL	CELLO 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	30	0.0	0	0

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

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	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>1.0</b>	<b>27.0</b>	<b>35.0</b>	<b>16.0</b>	<b>14.0</b>	<b>5.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>79.1</b>	<b>10</b>	<b>134</b>	
<b>GERMANY</b>																					
<b>BERLIN (SCHONEFELD)</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	12.9	50.0	14.5	4.8	9.7	8.1	0.0	0.0	0.0	0.0	0.0	13	87.1	8	62	
<b>BERLIN (SCHONEFELD)</b>	RYANAIR	S	52	0	0	7.7	26.9	36.5	15.4	11.5	1.9	0.0	0.0	0.0	0.0	0.0	12	66.7	13	54	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>39.5</b>	<b>24.6</b>	<b>9.6</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>13</b>	<b>77.6</b>	<b>11</b>	<b>116</b>	
<b>DUSSELDORF</b>	EUROWINGS LUFTVERKEHRS	S	52	0	0	19.2	55.8	13.5	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	68.2	15	44	
<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	40.0	55	10	
<b>TOTAL DUSSELDORF</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>55.8</b>	<b>13.5</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>63.0</b>	<b>22</b>	<b>54</b>	
<b>FRANKFURT MAIN</b>	LUFTHANSA	S	62	0	0	0.0	22.6	43.5	19.4	6.5	8.1	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
<b>FRANKFURT MAIN</b>	RYANAIR	S	62	0	0	16.1	61.3	9.7	1.6	3.2	1.6	4.8	1.6	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL FRANKFURT MAIN</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>41.9</b>	<b>26.6</b>	<b>10.5</b>	<b>4.8</b>	<b>4.8</b>	<b>2.4</b>	<b>0.8</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>MUNICH</b>	LUFTHANSA	S	42	0	0	2.4	50.0	42.9	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
<b>TOTAL MUNICH</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>50.0</b>	<b>42.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>332</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>44.3</b>	<b>25.9</b>	<b>8.4</b>	<b>6.0</b>	<b>4.2</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.9</b>	<b>14</b>	<b>170</b>	
<b>GREECE</b>																					
<b>CHANIA</b>	RYANAIR	S	10	0	0	0.0	0.0	50.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	27	50.0	18	10	
<b>TOTAL CHANIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>10.0</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>27</b>	<b>50.0</b>	<b>18</b>	<b>10</b>	
<b>CORFU</b>	JET2.COM LTD	S	8	0	0	25.0	25.0	0.0	0.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	39	100.0	0	6	
<b>CORFU</b>	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	91.7	5	12	
<b>CORFU</b>	THOMAS COOK AIRLINES LTD	S	14	0	0	7.1	42.9	28.6	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>CORFU</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	22	8	
<b>TOTAL CORFU</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>33.3</b>	<b>16.7</b>	<b>13.3</b>	<b>16.7</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.8</b>	<b>9</b>	<b>26</b>	
<b>HERAKLION</b>	JET2.COM LTD	S	21	0	0	9.5	4.8	38.1	14.3	23.8	4.8	4.8	0.0	0.0	0.0	0.0	28	61.9	16	21	
<b>HERAKLION</b>	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	30.0	41	10	
<b>HERAKLION</b>	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	20.0	20.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>HERAKLION</b>	TUI AIRWAYS LTD	C	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	66.7	12	9	
<b>TOTAL HERAKLION</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>15.0</b>	<b>40.0</b>	<b>12.5</b>	<b>17.5</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>25</b>	<b>55.0</b>	<b>21</b>	<b>40</b>	
<b>KEFALLINIA</b>	JET2.COM 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	29	0.0	0	0	
<b>TOTAL KEFALLINIA</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>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>KOS</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	22.2	27.8	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	83.3	9	18	
<b>KOS</b>	THOMAS COOK AIRLINES LTD	S	7	0	1	0.0	0.0	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	12.5	19	0.0	0	0	
<b>TOTAL KOS</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>3.8</b>	<b>15.4</b>	<b>38.5</b>	<b>7.7</b>	<b>15.4</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>25</b>	<b>83.3</b>	<b>9</b>	<b>18</b>	
<b>RHODES</b>	JET2.COM LTD	S	16	0	0	18.8	18.8	31.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	9	
<b>RHODES</b>	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	9	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>RHODES</b>	THOMAS COOK AIRLINES LTD	S	9	0	0	0.0	22.2	33.3	0.0	11.1	33.3	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
<b>RHODES</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	66.7	34	9	
<b>TOTAL RHODES</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>12.0</b>	<b>20.0</b>	<b>32.0</b>	<b>12.0</b>	<b>12.0</b>	<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>88.9</b>	<b>12</b>	<b>27</b>	
<b>SALONIKA</b>	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 SALONIKA</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>ZAKINTHOS</b>	JET2.COM LTD	S	10	0	0	10.0	10.0	50.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	15	75.0	19	8	
<b>ZAKINTHOS</b>	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	90.9	4	11	
<b>ZAKINTHOS</b>	THOMAS COOK AIRLINES LTD	S	11	0	0	0.0	27.3	54.5	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>ZAKINTHOS</b>	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	57.1	0.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	31	0.0	37	7	
<b>TOTAL ZAKINTHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>14.3</b>	<b>53.6</b>	<b>7.1</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>17</b>	<b>61.5</b>	<b>17</b>	<b>26</b>	
<b>TOTAL GREECE</b>			<b>168</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>18.9</b>	<b>36.7</b>	<b>10.7</b>	<b>15.4</b>	<b>10.7</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>23</b>	<b>70.1</b>	<b>15</b>	<b>147</b>	
<b>HUNGARY</b>																					
<b>BUDAPEST</b>	WIZZ AIR	S	18	0	0	5.6	44.4	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	8	26	
<b>TOTAL BUDAPEST</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>38.9</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>6</b>	<b>76.9</b>	<b>8</b>	<b>26</b>	
<b>TOTAL HUNGARY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>38.9</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>6</b>	<b>76.9</b>	<b>8</b>	<b>26</b>	
<b>ICELAND</b>																					
<b>KEFLAVIK</b>	ICELANDAIR	S	62	0	0	1.6	29.0	43.5	19.4	4.8	1.6	0.0	0.0	0.0	0.0	0.0	10	54.8	26	62	
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>29.0</b>	<b>43.5</b>	<b>19.4</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>0.0</b>	<b>10</b>	<b>54.8</b>	<b>26</b>	<b>62</b>	
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>29.0</b>	<b>43.5</b>	<b>19.4</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>0.0</b>	<b>10</b>	<b>54.8</b>	<b>26</b>	<b>62</b>	
<b>IRISH REPUBLIC</b>																					
<b>CORK</b>	AER LINGUS	S	44	0	0	2.3	15.9	54.5	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	15	81.8	12	44	
<b>TOTAL CORK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>15.9</b>	<b>54.5</b>	<b>13.6</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>15</b>	<b>81.8</b>	<b>12</b>	<b>44</b>	
<b>DONEGAL</b>	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	88.9	11	36	
<b>DONEGAL</b>	LOGANAIR LTD	S	29	0	1	6.7	43.3	36.7	6.7	3.3	0.0	0.0	0.0	0.0	0.0	3.3	4	0.0	0	0	
<b>TOTAL DONEGAL</b>			<b>29</b>	<b>0</b>	<b>1</b>	<b>6.7</b>	<b>43.3</b>	<b>36.7</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>3.3</b>	<b>4</b>	<b>88.9</b>	<b>11</b>	<b>36</b>	
<b>DUBLIN</b>	AER LINGUS	S	268	0	0	6.3	30.2	34.0	16.0	9.0	3.0	1.5	0.0	0.0	0.0	0.0	14	86.2	6	276	
<b>DUBLIN</b>	AIR TRANSAT	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>DUBLIN</b>	RYANAIR	S	178	0	0	3.4	31.5	40.4	11.2	7.9	5.6	0.0	0.0	0.0	0.0	0.0	13	88.8	6	178	
<b>TOTAL DUBLIN</b>			<b>447</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>30.6</b>	<b>36.5</b>	<b>14.3</b>	<b>8.5</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>13</b>	<b>87.2</b>	<b>6</b>	<b>454</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>520</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>30.1</b>	<b>38.0</b>	<b>13.8</b>	<b>8.3</b>	<b>3.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>13</b>	<b>86.9</b>	<b>7</b>	<b>534</b>	
<b>ITALY</b>																					
<b>MILAN (MALPENSA)</b>	EASYJET AIRLINE COMPANY LTD	S	26	0	0	15.4	42.3	34.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	88.5	30	26	
<b>TOTAL MILAN (MALPENSA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>42.3</b>	<b>34.6</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>88.5</b>	<b>30</b>	<b>26</b>	
<b>NAPLES</b>	TUI AIRWAYS LTD	C	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	8	
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
<b>ROME (FIUMICINO)</b>	JET2.COM LTD	S	16	0	0	6.3	50.0	31.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	81.3	10	16	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 ROME (FIUMICINO)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>50.0</b>	<b>31.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.3</b>	<b>10</b>	<b>16</b>	
VENICE	BA CITYFLYER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2		
VENICE	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		
<b>TOTAL VENICE</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</b>	<b>100.0</b>	<b>10</b>	<b>2</b>		
VERONA VILLAFRANCA	ALBA STAR	C	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	12	40.0	19	5		
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	3		
<b>TOTAL VERONA VILLAFRANCA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</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>9</b>	<b>62.5</b>	<b>12</b>	<b>8</b>		
<b>TOTAL ITALY</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>47.5</b>	<b>31.1</b>	<b>4.9</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.0</b>	<b>18</b>	<b>60</b>		
<b>LATVIA</b>																				
RIGA	RYANAIR	S	18	0	0	5.6	50.0	33.3	11.1	0.0	0.0	0.0	0.0	0.0	3	100.0	4	18		
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</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>3</b>	<b>100.0</b>	<b>4</b>	<b>18</b>		
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</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>3</b>	<b>100.0</b>	<b>4</b>	<b>18</b>		
<b>LITHUANIA</b>																				
PALANGA	RYANAIR	S	16	0	0	6.3	25.0	37.5	12.5	0.0	18.8	0.0	0.0	0.0	27	87.5	5	16		
<b>TOTAL PALANGA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.5</b>	<b>5</b>	<b>16</b>		
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.5</b>	<b>5</b>	<b>16</b>		
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	16	0	0	12.5	37.5	43.8	0.0	6.3	0.0	0.0	0.0	0.0	6	71.4	14	14		
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>43.8</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>6</b>	<b>71.4</b>	<b>14</b>	<b>14</b>		
<b>TOTAL MALTA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>43.8</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>6</b>	<b>71.4</b>	<b>14</b>	<b>14</b>		
<b>MEXICO</b>																				
CANCUN	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	33.3	25	6		
CANCUN	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	26	0.0	0	0		
CANCUN	TUI AIRWAYS LTD	C	13	0	0	7.7	7.7	30.8	30.8	23.1	0.0	0.0	0.0	0.0	18	60.0	16	10		
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>41.2</b>	<b>23.5</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>50.0</b>	<b>19</b>	<b>16</b>		
<b>TOTAL MEXICO</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>5.9</b>	<b>41.2</b>	<b>23.5</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>50.0</b>	<b>19</b>	<b>16</b>		
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	54	0	0	7.4	42.6	18.5	9.3	11.1	3.7	3.7	3.7	0.0	0.0	0.0	25	83.3	6	54
AMSTERDAM	KLM	S	176	0	2	2.2	38.8	46.6	3.9	1.7	4.5	1.1	0.0	0.0	1.1	9	74.1	14	232	
AMSTERDAM	KLM CITYHOPPER	S	24	0	0	8.3	50.0	25.0	16.7	0.0	0.0	0.0	0.0	0.0	5	100.0	2	15		
<b>TOTAL AMSTERDAM</b>			<b>254</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>40.6</b>	<b>38.7</b>	<b>6.3</b>	<b>3.5</b>	<b>3.9</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>77.1</b>	<b>12</b>	<b>301</b>
<b>TOTAL NETHERLANDS</b>			<b>254</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>40.6</b>	<b>38.7</b>	<b>6.3</b>	<b>3.5</b>	<b>3.9</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>12</b>	<b>77.1</b>	<b>12</b>	<b>301</b>
<b>NORWAY</b>																				
BERGEN	LOGANAIR 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	15	66.7	23	15	
<b>TOTAL BERGEN</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>15</b>	<b>66.7</b>	<b>23</b>	<b>15</b>	
<b>TOTAL NORWAY</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>15</b>	<b>66.7</b>	<b>23</b>	<b>15</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>																					
BYDGOSZCZ	RYANAIR	S	16	0	0	0.0	0.0	18.8	12.5	31.3	37.5	0.0	0.0	0.0	0.0	0.0	58	55.6	14	18	
<b>TOTAL BYDGOSZCZ</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.8</b>	<b>12.5</b>	<b>31.3</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>58</b>	<b>55.6</b>	<b>14</b>	<b>18</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	94.4	1	18		
<b>TOTAL GDANSK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>1</b>	<b>18</b>		
KATOWICE	WIZZ AIR	S	18	0	0	5.6	27.8	33.3	11.1	16.7	5.6	0.0	0.0	0.0	0.0	16	72.2	43	18		
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</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>16</b>	<b>72.2</b>	<b>43</b>	<b>18</b>		
KRAKOW	RYANAIR	S	18	0	0	5.6	50.0	27.8	5.6	11.1	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.0</b>	<b>27.8</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>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	83.3	12	18		
<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</b>	<b>83.3</b>	<b>12</b>	<b>18</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	77.8	10	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</b>	<b>77.8</b>	<b>10</b>	<b>18</b>		
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	0	0.0	15.4	26.9	7.7	30.8	19.2	0.0	0.0	0.0	0.0	34	82.1	8	28		
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>15.4</b>	<b>26.9</b>	<b>7.7</b>	<b>30.8</b>	<b>19.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>82.1</b>	<b>8</b>	<b>28</b>		
WROCLAW	RYANAIR	S	16	0	0	0.0	25.0	31.3	18.8	6.3	18.8	0.0	0.0	0.0	0.0	24	94.4	1	18		
<b>TOTAL WROCLAW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</b>	<b>18.8</b>	<b>6.3</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>94.4</b>	<b>1</b>	<b>18</b>		
<b>TOTAL POLAND</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>23.4</b>	<b>27.7</b>	<b>10.6</b>	<b>20.2</b>	<b>16.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>80.1</b>	<b>12</b>	<b>136</b>		
<b>PORTUGAL(EXCLUDING</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	12	94.1	3	17		
FARO	JET2.COM LTD	S	52	0	0	15.4	55.8	23.1	1.9	0.0	3.8	0.0	0.0	0.0	0.0	4	95.7	2	46		
<b>TOTAL FARO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>47.1</b>	<b>25.7</b>	<b>10.0</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>6</b>	<b>95.2</b>	<b>2</b>	<b>63</b>		
LISBON	RYANAIR	S	18	0	0	0.0	11.1	38.9	5.6	22.2	5.6	16.7	0.0	0.0	0.0	41	62.5	14	16		
<b>TOTAL LISBON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>38.9</b>	<b>5.6</b>	<b>22.2</b>	<b>5.6</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>62.5</b>	<b>14</b>	<b>16</b>		
<b>TOTAL PORTUGAL</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>39.8</b>	<b>28.4</b>	<b>9.1</b>	<b>6.8</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>88.6</b>	<b>5</b>	<b>79</b>		
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	3	10		
<b>TOTAL FUNCHAL</b>			<b>8</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>3</b>	<b>90.0</b>	<b>3</b>	<b>10</b>		
<b>TOTAL PORTUGAL</b>			<b>8</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>3</b>	<b>90.0</b>	<b>3</b>	<b>10</b>		
<b>ROMANIA</b>																					
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	28	0	0	35.7	25.0	25.0	10.7	3.6	0.0	0.0	0.0	0.0	0.0	5	88.5	9	26		
BUCHAREST (OTOPENI)	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	39	18		
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>35.7</b>	<b>25.0</b>	<b>25.0</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>5</b>	<b>72.7</b>	<b>21</b>	<b>44</b>		
<b>TOTAL ROMANIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>35.7</b>	<b>25.0</b>	<b>25.0</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>5</b>	<b>72.7</b>	<b>21</b>	<b>44</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

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
<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	85.7	4	7
<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>85.7</b>	<b>4</b>	<b>7</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>85.7</b>	<b>4</b>	<b>7</b>
<b>SPAIN</b>																				
ALICANTE	BA CITYFLYER 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	0.0	0	0
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	70	0	0	15.7	57.1	18.6	1.4	5.7	1.4	0.0	0.0	0.0	0.0	0.0	5	85.9	7	71
ALICANTE	JET2.COM LTD	S	56	0	0	5.4	64.3	21.4	5.4	0.0	0.0	1.8	1.8	0.0	0.0	0.0	10	76.8	8	56
ALICANTE	RYANAIR	S	28	0	0	0.0	10.7	57.1	17.9	0.0	3.6	3.6	7.1	0.0	0.0	0.0	37	76.9	10	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	83.3	8	18
ALICANTE	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
ALICANTE	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	15	18
<b>TOTAL ALICANTE</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>48.2</b>	<b>29.4</b>	<b>5.9</b>	<b>3.5</b>	<b>1.8</b>	<b>1.2</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.0</b>	<b>9</b>	<b>189</b>
ALMERIA	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	10	4
<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>75.0</b>	<b>10</b>	<b>4</b>
BARCELONA	BA CITYFLYER 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	10	0.0	38	2
BARCELONA	JET2.COM LTD	S	28	0	0	0.0	17.9	42.9	28.6	3.6	3.6	3.6	0.0	0.0	0.0	0.0	20	69.2	13	26
BARCELONA	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	18	0.0	0	0
<b>TOTAL BARCELONA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.4</b>	<b>38.7</b>	<b>32.3</b>	<b>3.2</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>19</b>	<b>64.3</b>	<b>14</b>	<b>28</b>
GIRONA	JET2.COM LTD	S	12	0	0	0.0	66.7	25.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	9	88.9	6	18
<b>TOTAL GIRONA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>66.7</b>	<b>25.0</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>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.9</b>	<b>6</b>	<b>18</b>
IBIZA	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	0.0	0	50.0	20	2
IBIZA	JET2.COM LTD	S	34	0	0	8.8	35.3	44.1	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	86.7	7	30
IBIZA	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	63.6	13	11
IBIZA	THOMAS COOK AIRLINES LTD	S	11	0	0	27.3	45.5	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
IBIZA	TUI AIRWAYS LTD	C	16	0	0	6.3	25.0	56.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	7	10
<b>TOTAL IBIZA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.4</b>	<b>42.6</b>	<b>6.6</b>	<b>4.9</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>79.2</b>	<b>9</b>	<b>53</b>
MADRID	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
MADRID	RYANAIR	S	34	0	0	0.0	41.2	50.0	5.9	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
<b>TOTAL MADRID</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.2</b>	<b>50.0</b>	<b>5.9</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>0.0</b>	<b>5</b>	<b>100.0</b>	<b>5</b>	<b>1</b>
MAHON	BA CITYFLYER 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	3	100.0	6	3
MAHON	JET2.COM LTD	S	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	14	90.0	3	10
MAHON	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	71.4	20	14
MAHON	THOMAS COOK AIRLINES LTD	S	13	0	0	15.4	38.5	23.1	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL MAHON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>34.6</b>	<b>30.8</b>	<b>7.7</b>	<b>3.8</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>17</b>	<b>81.5</b>	<b>12</b>	<b>27</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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	ALBA STAR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	33	4
MALAGA	BA CITYFLYER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	59	2
MALAGA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	6.5	33.9	37.1	12.9	4.8	4.8	0.0	0.0	0.0	0.0	0.0	11	77.4	8	62
MALAGA	JET2.COM LTD	S	36	0	0	11.1	47.2	30.6	5.6	2.8	2.8	0.0	0.0	0.0	0.0	0.0	5	81.6	10	38
MALAGA	RYANAIR	S	36	0	0	0.0	8.3	50.0	27.8	8.3	0.0	5.6	0.0	0.0	0.0	0.0	21	73.5	10	34
MALAGA	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	44.4	0.0	44.4	0.0	0.0	0.0	0.0	0.0	0.0	21	54.5	34	11
<b>TOTAL MALAGA</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>29.4</b>	<b>39.2</b>	<b>14.0</b>	<b>7.7</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>74.2</b>	<b>12</b>	<b>151</b>
PALMA DE MALLORCA	ALBA STAR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	33	3
PALMA DE MALLORCA	BA CITYFLYER 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	10	33.3	33	6
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	16	0	2	0.0	5.6	22.2	11.1	16.7	22.2	11.1	0.0	0.0	0.0	11.1	55	65.0	40	20
PALMA DE MALLORCA	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	0.0	0	33.3	68	18
PALMA DE MALLORCA	EUROPE AIRPOST	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
PALMA DE MALLORCA	JET2.COM LTD	S	62	0	0	9.7	41.9	41.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	82.1	5	56
PALMA DE MALLORCA	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	18	40
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	32	0	0	3.1	34.4	46.9	3.1	9.4	3.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	30	0	0	0.0	6.7	23.3	23.3	30.0	10.0	3.3	3.3	0.0	0.0	0.0	43	50.0	17	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>144</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>28.1</b>	<b>37.0</b>	<b>8.2</b>	<b>12.3</b>	<b>5.5</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>20</b>	<b>66.2</b>	<b>23</b>	<b>154</b>
REUS	BA CITYFLYER 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	9	0.0	47	2
REUS	JET2.COM LTD	S	19	0	0	0.0	26.3	36.8	15.8	15.8	0.0	5.3	0.0	0.0	0.0	0.0	23	100.0	2	20
REUS	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	56.5	17	23
REUS	THOMAS COOK AIRLINES LTD	S	22	0	1	4.3	13.0	43.5	8.7	13.0	8.7	4.3	0.0	0.0	0.0	4.3	25	0.0	0	0
REUS	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	73.9	9	23
<b>TOTAL REUS</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>1.9</b>	<b>15.1</b>	<b>43.4</b>	<b>13.2</b>	<b>15.1</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>24</b>	<b>73.5</b>	<b>11</b>	<b>68</b>
VALENCIA	RYANAIR	S	16	0	0	6.3	37.5	43.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	5	18
<b>TOTAL VALENCIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>43.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>94.4</b>	<b>5</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>689</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>34.2</b>	<b>37.0</b>	<b>10.0</b>	<b>7.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>14</b>	<b>75.4</b>	<b>13</b>	<b>711</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	26	0	0	15.4	69.2	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	91.7	4	24
ARRECIFE	RYANAIR	S	18	0	0	0.0	11.1	27.8	16.7	16.7	27.8	0.0	0.0	0.0	0.0	0.0	34	61.1	18	18
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	50.0	23	26
ARRECIFE	THOMAS COOK AIRLINES LTD	S	16	0	0	0.0	25.0	43.8	6.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
ARRECIFE	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	50.0	35	8
<b>TOTAL ARRECIFE</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>39.1</b>	<b>29.0</b>	<b>8.7</b>	<b>8.7</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>65.8</b>	<b>17</b>	<b>76</b>
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	33.3	27.8	27.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	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	100.0	0	7

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	25.0	25.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
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	87.5	9	8	
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23.1</b>	<b>23.1</b>	<b>26.9</b>	<b>15.4</b>	<b>3.8</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>18</b>	<b>90.9</b>	<b>4</b>	<b>33</b>	
LAS PALMAS	JET2.COM LTD	S	19	0	0	15.8	21.1	47.4	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	13	26	
LAS PALMAS	RYANAIR	S	8	0	0	0.0	37.5	12.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	90.0	7	10	
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	100.0	6	8	
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	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	22	0.0	0	0	
LAS PALMAS	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	13	10	
<b>TOTAL LAS PALMAS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>33.3</b>	<b>11.1</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.2</b>	<b>11</b>	<b>54</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	43	0	0	7.0	44.2	27.9	2.3	11.6	2.3	4.7	0.0	0.0	0.0	0.0	15	93.0	3	43	
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	54.3	23	35	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	25	0	0	0.0	20.0	28.0	20.0	20.0	8.0	4.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	25.0	12.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	36	76.9	9	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>32.5</b>	<b>27.3</b>	<b>9.1</b>	<b>18.2</b>	<b>5.2</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>76.0</b>	<b>11</b>	<b>104</b>	
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>32.7</b>	<b>28.8</b>	<b>10.1</b>	<b>11.5</b>	<b>6.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.8</b>	<b>12</b>	<b>267</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	100.0	0	1	
<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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
ZURICH	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ZURICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	20.0	40.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</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>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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</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>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>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	18	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	11	10	
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	59.3	16	27	
ANTALYA	THOMAS COOK AIRLINES LTD	S	39	0	0	0.0	23.1	28.2	12.8	20.5	12.8	2.6	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.3</b>	<b>36.8</b>	<b>12.3</b>	<b>14.0</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>21</b>	<b>59.5</b>	<b>15</b>	<b>37</b>	
BODRUM (MILAS)	JET2.COM LTD	S	9	0	0	0.0	11.1	55.6	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 BODRUM (MILAS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>0.0</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	JET2.COM LTD	S	18	0	0	0.0	16.7	11.1	16.7	38.9	16.7	0.0	0.0	0.0	0.0	0.0	31	90.9	4	11	
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	60.0	19	30	
DALAMAN	THOMAS COOK AIRLINES LTD	S	46	0	0	2.2	15.2	28.3	6.5	30.4	17.4	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
DALAMAN	TUI AIRWAYS LTD	C	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	100.0	0	1	
<b>TOTAL DALAMAN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>16.7</b>	<b>25.0</b>	<b>11.1</b>	<b>29.2</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>32</b>	<b>69.0</b>	<b>14</b>	<b>42</b>	
<b>TOTAL TURKEY</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>20.3</b>	<b>31.9</b>	<b>10.9</b>	<b>21.7</b>	<b>13.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>64.6</b>	<b>15</b>	<b>79</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	124	0	0	12.9	50.8	27.4	3.2	3.2	2.4	0.0	0.0	0.0	0.0	0.0	5	83.9	9	124	
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>50.8</b>	<b>27.4</b>	<b>3.2</b>	<b>3.2</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>5</b>	<b>83.9</b>	<b>9</b>	<b>124</b>	
<b>TOTAL UNITED ARAB</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>50.8</b>	<b>27.4</b>	<b>3.2</b>	<b>3.2</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>5</b>	<b>83.9</b>	<b>9</b>	<b>124</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
ABERDEEN	LOGANAIR LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	185	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>50.0</b>	<b>93</b>	<b>2</b>	
BARRA	LOGANAIR LTD	S	132	0	9	2.8	31.2	36.9	6.4	10.6	2.1	0.7	2.8	0.0	0.0	6.4	18	88.3	8	120	
<b>TOTAL BARRA</b>			<b>132</b>	<b>0</b>	<b>9</b>	<b>2.8</b>	<b>31.2</b>	<b>36.9</b>	<b>6.4</b>	<b>10.6</b>	<b>2.1</b>	<b>0.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>18</b>	<b>88.3</b>	<b>8</b>	<b>120</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	218	0	1	13.2	62.6	13.7	1.8	4.6	3.2	0.5	0.0	0.0	0.0	0.5	7	81.9	9	270	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>218</b>	<b>0</b>	<b>1</b>	<b>13.2</b>	<b>62.6</b>	<b>13.7</b>	<b>1.8</b>	<b>4.6</b>	<b>3.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>81.9</b>	<b>9</b>	<b>270</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	183	0	0	2.2	55.7	22.4	4.4	8.2	6.0	1.1	0.0	0.0	0.0	0.0	12	85.3	10	190	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>55.7</b>	<b>22.4</b>	<b>4.4</b>	<b>8.2</b>	<b>6.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.3</b>	<b>10</b>	<b>190</b>	
BENBECULA	LOGANAIR LTD	S	108	0	3	11.7	52.3	21.6	5.4	3.6	1.8	0.0	0.9	0.0	0.0	2.7	8	75.8	20	91	
<b>TOTAL BENBECULA</b>			<b>108</b>	<b>0</b>	<b>3</b>	<b>11.7</b>	<b>52.3</b>	<b>21.6</b>	<b>5.4</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>8</b>	<b>75.8</b>	<b>20</b>	<b>91</b>	
BIRMINGHAM	FLYBE LTD	S	356	0	10	4.1	47.0	29.2	4.9	5.2	5.2	1.6	0.0	0.0	0.0	2.7	12	78.5	13	354	
<b>TOTAL BIRMINGHAM</b>			<b>356</b>	<b>0</b>	<b>10</b>	<b>4.1</b>	<b>47.0</b>	<b>29.2</b>	<b>4.9</b>	<b>5.2</b>	<b>5.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>12</b>	<b>78.5</b>	<b>13</b>	<b>354</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	176	0	0	0.6	30.1	35.8	13.6	9.7	6.8	1.1	2.3	0.0	0.0	0.0	22	66.1	19	186	
<b>TOTAL BRISTOL</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>30.1</b>	<b>35.8</b>	<b>13.6</b>	<b>9.7</b>	<b>6.8</b>	<b>1.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.1</b>	<b>19</b>	<b>186</b>	
CAMPBELTOWN	LOGANAIR LTD	S	97	0	1	5.1	42.9	36.7	8.2	6.1	0.0	0.0	0.0	0.0	0.0	1.0	6	97.9	1	96	
<b>TOTAL CAMPBELTOWN</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>42.9</b>	<b>36.7</b>	<b>8.2</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>1.0</b>	<b>6</b>	<b>97.9</b>	<b>1</b>	<b>96</b>	
CARDIFF WALES	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	0.0	33	1	
CARDIFF WALES	AURIGNY AIR SERVICES	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	
CARDIFF WALES	FLYBE LTD	S	37	0	0	2.7	43.2	32.4	8.1	5.4	2.7	0.0	5.4	0.0	0.0	0.0	19	91.2	3	34	
<b>TOTAL CARDIFF WALES</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>41.0</b>	<b>35.9</b>	<b>7.7</b>	<b>5.1</b>	<b>2.6</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.6</b>	<b>4</b>	<b>35</b>	
CITY OF DERRY (EGLINTON)	RYANAIR	S	44	0	0	0.0	13.6	36.4	22.7	22.7	4.5	0.0	0.0	0.0	0.0	0.0	21	61.9	16	42	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

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
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.6</b>	<b>36.4</b>	<b>22.7</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>21</b>	<b>61.9</b>	<b>16</b>	<b>42</b>
<b>EAST MIDLANDS INTERNATIONAL</b>	FLYBE LTD	S	145	0	1	1.4	55.5	31.5	2.7	1.4	4.8	1.4	0.7	0.0	0.0	0.7	9	89.1	7	156
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>145</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>55.5</b>	<b>31.5</b>	<b>2.7</b>	<b>1.4</b>	<b>4.8</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>89.1</b>	<b>7</b>	<b>156</b>
<b>EDINBURGH</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	33	2
<b>EDINBURGH</b>	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	19	0.0	0	0
<b>TOTAL EDINBURGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>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>33</b>	<b>2</b>
<b>EXETER</b>	FLYBE LTD	S	62	0	0	0.0	27.4	50.0	14.5	6.5	1.6	0.0	0.0	0.0	0.0	0.0	9	85.5	6	62
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.4</b>	<b>50.0</b>	<b>14.5</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>0.0</b>	<b>9</b>	<b>85.5</b>	<b>6</b>	<b>62</b>
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	206	0	3	10.5	52.2	23.0	3.3	5.7	3.3	0.5	0.0	0.0	0.0	1.4	9	89.1	7	201
<b>GATWICK</b>	EASYJET AIRLINE COMPANY LTD	S	209	0	4	8.9	29.6	31.5	8.9	8.5	6.6	2.8	1.4	0.0	0.0	1.9	21	66.2	15	222
<b>TOTAL GATWICK</b>			<b>415</b>	<b>0</b>	<b>7</b>	<b>9.7</b>	<b>40.8</b>	<b>27.3</b>	<b>6.2</b>	<b>7.1</b>	<b>5.0</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>77.1</b>	<b>11</b>	<b>423</b>
<b>GUERNSEY</b>	LOGANAIR 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
<b>TOTAL GUERNSEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	570	0	2	2.6	54.5	28.8	6.6	3.5	3.3	0.2	0.0	0.0	0.0	0.3	8	86.4	9	579
<b>TOTAL HEATHROW</b>			<b>570</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>54.5</b>	<b>28.8</b>	<b>6.6</b>	<b>3.5</b>	<b>3.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>86.4</b>	<b>9</b>	<b>579</b>
<b>ISLAY</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	1	0.0	0	0
<b>ISLAY</b>	LOGANAIR LTD	S	136	0	1	3.6	39.4	37.2	7.3	6.6	3.6	1.5	0.0	0.0	0.0	0.7	12	79.9	19	154
<b>TOTAL ISLAY</b>			<b>138</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>39.6</b>	<b>37.4</b>	<b>7.2</b>	<b>6.5</b>	<b>3.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>79.9</b>	<b>19</b>	<b>154</b>
<b>ISLE OF MAN</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	100.0	14	1
<b>ISLE OF MAN</b>	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	84.8	10	46
<b>ISLE OF MAN</b>	FLYBE LTD	S	35	8	6	6.1	30.6	16.3	2.0	8.2	8.2	0.0	0.0	0.0	16.3	12.2	17	0.0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>35</b>	<b>8</b>	<b>6</b>	<b>6.1</b>	<b>30.6</b>	<b>16.3</b>	<b>2.0</b>	<b>8.2</b>	<b>8.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.3</b>	<b>12.2</b>	<b>17</b>	<b>85.1</b>	<b>10</b>	<b>47</b>
<b>JERSEY</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	0	0.0	36.1	22.2	22.2	8.3	5.6	2.8	2.8	0.0	0.0	0.0	23	58.8	16	34
<b>JERSEY</b>	FLYBE 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	50	50.0	20	2
<b>TOTAL JERSEY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.2</b>	<b>21.1</b>	<b>21.1</b>	<b>13.2</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>25</b>	<b>58.3</b>	<b>16</b>	<b>36</b>
<b>KIRKWALL</b>	LOGANAIR LTD	S	84	0	0	10.7	33.3	32.1	14.3	1.2	2.4	4.8	1.2	0.0	0.0	0.0	17	78.6	16	70
<b>TOTAL KIRKWALL</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>33.3</b>	<b>32.1</b>	<b>14.3</b>	<b>1.2</b>	<b>2.4</b>	<b>4.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.6</b>	<b>16</b>	<b>70</b>
<b>LEEDS BRADFORD</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	72.2	23	72
<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>72.2</b>	<b>23</b>	<b>72</b>
<b>LONDON CITY</b>	BA CITYFLYER LTD	S	332	0	11	4.4	50.1	23.0	7.6	5.2	4.7	1.7	0.0	0.0	0.0	3.2	12	91.3	3	335
<b>TOTAL LONDON CITY</b>			<b>332</b>	<b>0</b>	<b>11</b>	<b>4.4</b>	<b>50.1</b>	<b>23.0</b>	<b>7.6</b>	<b>5.2</b>	<b>4.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>12</b>	<b>91.3</b>	<b>3</b>	<b>335</b>
<b>LUTON</b>	EASYJET AIRLINE COMPANY LTD	S	146	0	4	8.0	40.7	20.7	12.0	6.0	7.3	2.7	0.0	0.0	0.0	2.7	18	77.5	15	142
<b>TOTAL LUTON</b>			<b>146</b>	<b>0</b>	<b>4</b>	<b>8.0</b>	<b>40.7</b>	<b>20.7</b>	<b>12.0</b>	<b>6.0</b>	<b>7.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>18</b>	<b>77.5</b>	<b>15</b>	<b>142</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
MANCHESTER	FLYBE LTD	S	150	0	0	10.0	51.3	23.3	5.3	5.3	4.0	0.7	0.0	0.0	0.0	0.0	9	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	85.7	11	175	
<b>TOTAL MANCHESTER</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>51.3</b>	<b>23.3</b>	<b>5.3</b>	<b>5.3</b>	<b>4.0</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>85.7</b>	<b>11</b>	<b>175</b>	
NEWQUAY	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	12	50.0	15	2	
<b>TOTAL NEWQUAY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
SOUTHAMPTON	FLYBE LTD	S	252	0	0	5.6	41.7	34.1	8.7	6.3	3.6	0.0	0.0	0.0	0.0	0.0	9	89.6	6	328	
<b>TOTAL SOUTHAMPTON</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>41.7</b>	<b>34.1</b>	<b>8.7</b>	<b>6.3</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>9</b>	<b>89.6</b>	<b>6</b>	<b>328</b>	
SOUTHEND	FLYBE LTD	S	86	0	6	1.1	42.4	23.9	10.9	7.6	5.4	2.2	0.0	0.0	0.0	6.5	16	0.0	0	0	
<b>TOTAL SOUTHEND</b>			<b>86</b>	<b>0</b>	<b>6</b>	<b>1.1</b>	<b>42.4</b>	<b>23.9</b>	<b>10.9</b>	<b>7.6</b>	<b>5.4</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	178	0	0	2.8	36.5	33.1	12.4	7.3	5.6	2.2	0.0	0.0	0.0	0.0	16	87.6	6	170	
STANSTED	RYANAIR	S	156	0	6	0.0	17.9	32.7	14.8	20.4	10.5	0.0	0.0	0.0	0.0	3.7	24	84.6	9	162	
<b>TOTAL STANSTED</b>			<b>334</b>	<b>0</b>	<b>6</b>	<b>1.5</b>	<b>27.6</b>	<b>32.9</b>	<b>13.5</b>	<b>13.5</b>	<b>7.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>20</b>	<b>86.1</b>	<b>7</b>	<b>332</b>	
STORNOWAY	LOGANAIR LTD	S	216	0	4	8.6	42.3	25.5	8.6	8.2	2.7	0.5	1.8	0.0	0.0	1.8	13	82.6	15	201	
<b>TOTAL STORNOWAY</b>			<b>216</b>	<b>0</b>	<b>4</b>	<b>8.6</b>	<b>42.3</b>	<b>25.5</b>	<b>8.6</b>	<b>8.2</b>	<b>2.7</b>	<b>0.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>13</b>	<b>82.6</b>	<b>15</b>	<b>201</b>	
SUMBURGH	LOGANAIR LTD	S	71	0	3	9.5	40.5	29.7	5.4	5.4	2.7	2.7	0.0	0.0	0.0	4.1	11	78.4	15	88	
<b>TOTAL SUMBURGH</b>			<b>71</b>	<b>0</b>	<b>3</b>	<b>9.5</b>	<b>40.5</b>	<b>29.7</b>	<b>5.4</b>	<b>5.4</b>	<b>2.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>11</b>	<b>78.4</b>	<b>15</b>	<b>88</b>	
TIREE	LOGANAIR LTD	S	120	0	4	7.3	44.4	25.0	5.6	8.1	2.4	2.4	0.0	1.6	0.0	3.2	19	90.6	14	116	
<b>TOTAL TIREE</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>7.3</b>	<b>44.4</b>	<b>25.0</b>	<b>5.6</b>	<b>8.1</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>19</b>	<b>90.6</b>	<b>14</b>	<b>116</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>4552</b>	<b>8</b>	<b>79</b>	<b>5.3</b>	<b>44.2</b>	<b>28.2</b>	<b>7.8</b>	<b>6.7</b>	<b>4.4</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>1.7</b>	<b>13</b>	<b>83.0</b>	<b>11</b>	<b>4706</b>	
<b>USA</b>																					
LAS VEGAS	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	72.2	11	18	
LAS VEGAS	THOMAS COOK AIRLINES LTD	S	2	0	2	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	86	0.0	0	0	
<b>TOTAL LAS VEGAS</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>86</b>	<b>72.2</b>	<b>11</b>	<b>18</b>	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	14	0	0	21.4	57.1	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	58.3	31	12	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>57.1</b>	<b>21.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>58.3</b>	<b>31</b>	<b>12</b>	
NEW YORK (NEWARK)	UNITED AIRLINES	S	54	0	0	24.1	48.1	9.3	3.7	0.0	5.6	3.7	5.6	0.0	0.0	0.0	25	59.6	17	52	
NEW YORK (NEWARK)	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	80.0	12	10	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>24.1</b>	<b>48.1</b>	<b>9.3</b>	<b>3.7</b>	<b>0.0</b>	<b>5.6</b>	<b>3.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>62.9</b>	<b>16</b>	<b>62</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	53.3	31	15	
ORLANDO	THOMAS COOK AIRLINES LTD	S	6	0	0	16.7	0.0	16.7	33.3	0.0	16.7	16.7	0.0	0.0	0.0	0.0	48	0.0	0	0	
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	6.3	31.3	37.5	6.3	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	93.8	4	16	
<b>TOTAL ORLANDO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>22.7</b>	<b>31.8</b>	<b>13.6</b>	<b>13.6</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>23</b>	<b>74.2</b>	<b>17</b>	<b>31</b>	
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	54	0	0	35.2	29.6	22.2	1.9	0.0	5.6	3.7	1.9	0.0	0.0	0.0	16	87.5	7	48	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>35.2</b>	<b>29.6</b>	<b>22.2</b>	<b>1.9</b>	<b>0.0</b>	<b>5.6</b>	<b>3.7</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>87.5</b>	<b>7</b>	<b>48</b>	



Reporting Airport: GLASGOW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 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
SANFORD	TUI AIRWAYS LTD	C	12	0	0	0.0	8.3	8.3	50.0	25.0	8.3	0.0	0.0	0.0	0.0	0.0	28	75.0	12	12
<b>TOTAL SANFORD</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.3</b>	<b>8.3</b>	<b>50.0</b>	<b>25.0</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>75.0</b>	<b>12</b>	<b>12</b>
<b>TOTAL USA</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>23.1</b>	<b>35.0</b>	<b>17.5</b>	<b>7.5</b>	<b>3.8</b>	<b>6.3</b>	<b>3.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>21</b>	<b>72.7</b>	<b>14</b>	<b>183</b>
<b>TOTAL GLASGOW</b>			<b>7927</b>	<b>8</b>	<b>91</b>	<b>6.1</b>	<b>39.8</b>	<b>30.2</b>	<b>8.8</b>	<b>7.5</b>	<b>4.7</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>1.1</b>	<b>14</b>	<b>80.6</b>	<b>11</b>	<b>8137</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

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	
<b>ALGERIA</b>																					
ALGIERS	AIR ALGERIE	S	38	0	0	5.3	21.1	21.1	23.7	21.1	2.6	5.3	0.0	0.0	0.0	0.0	25	88.1	16	42	
<b>TOTAL ALGIERS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>21.1</b>	<b>21.1</b>	<b>23.7</b>	<b>21.1</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>25</b>	<b>88.1</b>	<b>16</b>	<b>42</b>	
<b>TOTAL ALGERIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>21.1</b>	<b>21.1</b>	<b>23.7</b>	<b>21.1</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>25</b>	<b>88.1</b>	<b>16</b>	<b>42</b>	
<b>ANGOLA</b>																					
LUANDA	BRITISH AIRWAYS PLC	S	14	0	1	40.0	13.3	26.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	6.7	4	88.2	4	17	
<b>TOTAL LUANDA</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>40.0</b>	<b>13.3</b>	<b>26.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>4</b>	<b>88.2</b>	<b>4</b>	<b>17</b>	
<b>TOTAL ANGOLA</b>			<b>14</b>	<b>0</b>	<b>1</b>	<b>40.0</b>	<b>13.3</b>	<b>26.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>4</b>	<b>88.2</b>	<b>4</b>	<b>17</b>	
<b>ARGENTINA</b>																					
BUENOS AIRES	BRITISH AIRWAYS PLC	S	62	0	0	6.5	38.7	37.1	11.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	6	60	
<b>TOTAL BUENOS AIRES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>38.7</b>	<b>37.1</b>	<b>11.3</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>7</b>	<b>90.0</b>	<b>6</b>	<b>60</b>	
<b>TOTAL ARGENTINA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>38.7</b>	<b>37.1</b>	<b>11.3</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>7</b>	<b>90.0</b>	<b>6</b>	<b>60</b>	
<b>AUSTRALIA</b>																					
BRISBANE	QANTAS	C	0	0	0	0.0	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 BRISBANE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MELBOURNE	QANTAS	S	62	0	0	8.1	32.3	37.1	8.1	6.5	8.1	0.0	0.0	0.0	0.0	0.0	13	86.3	11	51	
<b>TOTAL MELBOURNE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>32.3</b>	<b>37.1</b>	<b>8.1</b>	<b>6.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.3</b>	<b>11</b>	<b>51</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	62	0	0	11.3	32.3	40.3	8.1	8.1	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	15	60	
SYDNEY	QANTAS	C	0	0	0	0.0	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	
SYDNEY	QANTAS	S	62	0	1	4.8	22.2	36.5	20.6	6.3	3.2	1.6	0.0	3.2	0.0	1.6	39	83.6	14	61	
<b>TOTAL SYDNEY</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>27.2</b>	<b>38.4</b>	<b>14.4</b>	<b>7.2</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>86.9</b>	<b>14</b>	<b>122</b>	
<b>TOTAL AUSTRALIA</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>28.9</b>	<b>38.0</b>	<b>12.3</b>	<b>7.0</b>	<b>3.7</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.5</b>	<b>20</b>	<b>86.8</b>	<b>13</b>	<b>174</b>	
<b>AUSTRIA</b>																					
INNSBRUCK	BRITISH AIRWAYS PLC	S	20	0	0	10.0	45.0	25.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	11	94.4	11	18	
<b>TOTAL INNSBRUCK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>45.0</b>	<b>25.0</b>	<b>10.0</b>	<b>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>11</b>	<b>94.4</b>	<b>11</b>	<b>18</b>	
SALZBURG	EUROWINGS LUFTVERKEHRS	S	18	0	0	5.6	16.7	50.0	16.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL SALZBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>50.0</b>	<b>16.7</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VIENNA	AUSTRIAN AIRLINES	S	245	0	2	1.2	21.5	42.9	15.8	7.7	8.1	1.6	0.4	0.0	0.0	0.8	20	83.5	8	248	
VIENNA	BRITISH AIRWAYS PLC	S	298	0	4	7.3	32.1	39.4	9.6	5.3	3.6	0.7	0.7	0.0	0.0	1.3	12	85.3	9	292	
<b>TOTAL VIENNA</b>			<b>543</b>	<b>0</b>	<b>6</b>	<b>4.6</b>	<b>27.3</b>	<b>41.0</b>	<b>12.4</b>	<b>6.4</b>	<b>5.6</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>16</b>	<b>84.4</b>	<b>9</b>	<b>540</b>	
<b>TOTAL AUSTRIA</b>			<b>581</b>	<b>0</b>	<b>6</b>	<b>4.8</b>	<b>27.6</b>	<b>40.7</b>	<b>12.4</b>	<b>6.1</b>	<b>5.8</b>	<b>1.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>84.8</b>	<b>9</b>	<b>558</b>	
<b>AZERBAIJAN</b>																					
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	28	0	0	21.4	25.0	39.3	7.1	3.6	3.6	0.0	0.0	0.0	0.0	0.0	8	83.3	8	36	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>25.0</b>	<b>39.3</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>8</b>	<b>36</b>	
<b>TOTAL AZERBAIJAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>25.0</b>	<b>39.3</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>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>8</b>	<b>36</b>	
<b>BAHRAIN</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>BAHRAIN</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	41.9	43.5	4.8	3.2	0.0	1.6	0.0	0.0	0.0	0.0	8	90.0	5	60	
<b>BAHRAIN</b>	GULF AIR	S	124	0	0	0.8	35.5	41.9	13.7	4.8	2.4	0.8	0.0	0.0	0.0	0.0	11	60.5	18	124	
<b>TOTAL BAHRAIN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>37.6</b>	<b>42.5</b>	<b>10.8</b>	<b>4.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.1</b>	<b>14</b>	<b>184</b>	
<b>TOTAL BAHRAIN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>37.6</b>	<b>42.5</b>	<b>10.8</b>	<b>4.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.1</b>	<b>14</b>	<b>184</b>	
<b>BANGLADESH</b>																					
<b>DHAKHA</b>	BIMAN BANGLADESH AIRLINES	S	30	0	0	0.0	26.7	30.0	20.0	16.7	6.7	0.0	0.0	0.0	0.0	0.0	19	62.5	17	32	
<b>TOTAL DHAKHA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>30.0</b>	<b>20.0</b>	<b>16.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.5</b>	<b>17</b>	<b>32</b>	
<b>TOTAL BANGLADESH</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>30.0</b>	<b>20.0</b>	<b>16.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.5</b>	<b>17</b>	<b>32</b>	
<b>BELGIUM</b>																					
<b>BRUSSELS</b>	BRITISH AIRWAYS PLC	S	336	0	4	6.8	45.6	32.9	7.6	5.3	0.6	0.0	0.0	0.0	0.0	1.2	6	88.3	9	341	
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	163	0	3	1.8	25.3	42.2	15.7	9.0	4.2	0.0	0.0	0.0	0.0	1.8	14	68.0	13	178	
<b>TOTAL BRUSSELS</b>			<b>499</b>	<b>0</b>	<b>7</b>	<b>5.1</b>	<b>38.9</b>	<b>36.0</b>	<b>10.3</b>	<b>6.5</b>	<b>1.8</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>81.3</b>	<b>10</b>	<b>519</b>	
<b>TOTAL BELGIUM</b>			<b>499</b>	<b>0</b>	<b>7</b>	<b>5.1</b>	<b>38.9</b>	<b>36.0</b>	<b>10.3</b>	<b>6.5</b>	<b>1.8</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>81.3</b>	<b>10</b>	<b>519</b>	
<b>BRAZIL</b>																					
<b>RIO DE JANEIRO (GALEAO)</b>	BRITISH AIRWAYS PLC	S	60	0	0	0.0	41.7	36.7	15.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9	69.0	17	42	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>36.7</b>	<b>15.0</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>9</b>	<b>69.0</b>	<b>17</b>	<b>42</b>	
<b>SAO PAULO (GUARULHOS)</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	41.9	27.4	16.1	4.8	4.8	0.0	0.0	0.0	0.0	0.0	11	93.4	5	61	
<b>SAO PAULO (GUARULHOS)</b>	TAM LINHAS AEREAS	S	62	0	0	12.9	50.0	21.0	8.1	4.8	1.6	1.6	0.0	0.0	0.0	0.0	9	90.3	5	62	
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>46.0</b>	<b>24.2</b>	<b>12.1</b>	<b>4.8</b>	<b>3.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.9</b>	<b>5</b>	<b>123</b>	
<b>TOTAL BRAZIL</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>44.6</b>	<b>28.3</b>	<b>13.0</b>	<b>5.4</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.1</b>	<b>8</b>	<b>165</b>	
<b>BRUNEI</b>																					
<b>BANDAR SERI BEGAWAN</b>	ROYAL BRUNEI AIRLINES	S	62	0	0	3.2	32.3	37.1	14.5	3.2	6.5	3.2	0.0	0.0	0.0	0.0	17	80.6	13	62	
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>32.3</b>	<b>37.1</b>	<b>14.5</b>	<b>3.2</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>17</b>	<b>80.6</b>	<b>13</b>	<b>62</b>	
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>32.3</b>	<b>37.1</b>	<b>14.5</b>	<b>3.2</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>17</b>	<b>80.6</b>	<b>13</b>	<b>62</b>	
<b>BULGARIA</b>																					
<b>SOFIA</b>	BRITISH AIRWAYS PLC	S	56	0	0	5.4	25.0	37.5	17.9	5.4	7.1	1.8	0.0	0.0	0.0	0.0	16	88.7	28	62	
<b>SOFIA</b>	BULGARIA AIR	S	42	0	0	11.9	28.6	31.0	11.9	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	12	44	
<b>TOTAL SOFIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>26.5</b>	<b>34.7</b>	<b>15.3</b>	<b>10.2</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>14</b>	<b>83.0</b>	<b>21</b>	<b>106</b>	
<b>TOTAL BULGARIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>26.5</b>	<b>34.7</b>	<b>15.3</b>	<b>10.2</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>14</b>	<b>83.0</b>	<b>21</b>	<b>106</b>	
<b>CANADA</b>																					
<b>CALGARY</b>	AIR CANADA	S	62	0	0	3.2	37.1	46.8	1.6	6.5	3.2	1.6	0.0	0.0	0.0	0.0	10	74.2	18	62	
<b>CALGARY</b>	BRITISH AIRWAYS PLC	S	60	0	2	12.9	29.0	29.0	8.1	9.7	3.2	1.6	3.2	0.0	0.0	3.2	24	85.0	9	60	
<b>TOTAL CALGARY</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>8.1</b>	<b>33.1</b>	<b>37.9</b>	<b>4.8</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>17</b>	<b>79.5</b>	<b>13</b>	<b>122</b>	
<b>HALIFAX INT</b>	AIR CANADA	S	54	0	0	9.3	16.7	40.7	22.2	3.7	3.7	0.0	3.7	0.0	0.0	0.0	20	46.0	31	50	
<b>TOTAL HALIFAX INT</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>16.7</b>	<b>40.7</b>	<b>22.2</b>	<b>3.7</b>	<b>3.7</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>46.0</b>	<b>31</b>	<b>50</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	0.0	35.5	38.7	14.5	9.7	1.6	0.0	0.0	0.0	0.0	0.0	11	69.4	18	62	
MONTREAL (DORVAL)	BRITISH AIRWAYS PLC	S	62	0	0	16.1	32.3	24.2	11.3	8.1	8.1	0.0	0.0	0.0	0.0	0.0	13	83.3	8	60	
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>33.9</b>	<b>31.5</b>	<b>12.9</b>	<b>8.9</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>76.2</b>	<b>13</b>	<b>122</b>	
OTTAWA INTERNATIONAL	AIR CANADA	S	54	0	0	9.3	38.9	38.9	5.6	3.7	1.9	1.9	0.0	0.0	0.0	0.0	8	76.9	14	52	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>38.9</b>	<b>38.9</b>	<b>5.6</b>	<b>3.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>76.9</b>	<b>14</b>	<b>52</b>	
ST JOHNS	AIR CANADA	S	47	0	5	3.8	38.5	23.1	7.7	9.6	1.9	1.9	3.8	0.0	0.0	9.6	22	68.3	31	60	
<b>TOTAL ST JOHNS</b>			<b>47</b>	<b>0</b>	<b>5</b>	<b>3.8</b>	<b>38.5</b>	<b>23.1</b>	<b>7.7</b>	<b>9.6</b>	<b>1.9</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>9.6</b>	<b>22</b>	<b>68.3</b>	<b>31</b>	<b>60</b>	
TORONTO	AIR CANADA	S	250	0	0	9.2	28.0	41.6	8.8	6.4	4.4	0.4	1.2	0.0	0.0	0.0	15	59.2	21	238	
TORONTO	BRITISH AIRWAYS PLC	S	122	0	2	7.3	17.7	40.3	11.3	11.3	5.6	3.2	1.6	0.0	0.0	1.6	24	76.7	11	120	
<b>TOTAL TORONTO</b>			<b>372</b>	<b>0</b>	<b>2</b>	<b>8.6</b>	<b>24.6</b>	<b>41.2</b>	<b>9.6</b>	<b>8.0</b>	<b>4.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>18</b>	<b>65.1</b>	<b>18</b>	<b>358</b>	
VANCOUVER	AIR CANADA	S	62	0	0	9.7	32.3	40.3	14.5	0.0	0.0	0.0	3.2	0.0	0.0	0.0	16	69.4	12	62	
VANCOUVER	BRITISH AIRWAYS PLC	S	62	0	0	1.6	24.2	33.9	19.4	16.1	4.8	0.0	0.0	0.0	0.0	0.0	17	58.3	23	60	
<b>TOTAL VANCOUVER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>28.2</b>	<b>37.1</b>	<b>16.9</b>	<b>8.1</b>	<b>2.4</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>63.9</b>	<b>17</b>	<b>122</b>	
<b>TOTAL CANADA</b>			<b>897</b>	<b>0</b>	<b>9</b>	<b>7.8</b>	<b>28.7</b>	<b>37.6</b>	<b>10.8</b>	<b>7.7</b>	<b>3.9</b>	<b>1.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>68.3</b>	<b>18</b>	<b>886</b>	
<b>CAYMAN ISLANDS</b>																					
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	0	0	29.4	26.5	23.5	11.8	2.9	2.9	2.9	0.0	0.0	0.0	0.0	12	85.7	9	35	
<b>TOTAL GRAND CAYMAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>26.5</b>	<b>23.5</b>	<b>11.8</b>	<b>2.9</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>12</b>	<b>85.7</b>	<b>9</b>	<b>35</b>	
<b>TOTAL CAYMAN ISLANDS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>26.5</b>	<b>23.5</b>	<b>11.8</b>	<b>2.9</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>12</b>	<b>85.7</b>	<b>9</b>	<b>35</b>	
<b>CHILE</b>																					
SANTIAGO DE CHILE	BRITISH AIRWAYS PLC	S	36	0	0	13.9	27.8	41.7	0.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	12	82.9	11	35	
<b>TOTAL SANTIAGO DE CHILE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>27.8</b>	<b>41.7</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>12</b>	<b>82.9</b>	<b>11</b>	<b>35</b>	
<b>TOTAL CHILE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>27.8</b>	<b>41.7</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>12</b>	<b>82.9</b>	<b>11</b>	<b>35</b>	
<b>CHINA</b>																					
BEIJING	AIR CHINA	S	124	0	0	13.7	40.3	24.2	7.3	11.3	2.4	0.8	0.0	0.0	0.0	0.0	10	57.3	20	124	
BEIJING	BRITISH AIRWAYS PLC	S	62	0	0	24.2	6.5	37.1	16.1	11.3	4.8	0.0	0.0	0.0	0.0	0.0	17	65.0	19	60	
<b>TOTAL BEIJING</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>29.0</b>	<b>28.5</b>	<b>10.2</b>	<b>11.3</b>	<b>3.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>59.8</b>	<b>20</b>	<b>184</b>	
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT	HAINAN AIRLINES	S	26	0	0	38.5	34.6	23.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38.5</b>	<b>34.6</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>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GUANGZHOU BAIYUN INTERNATIONAL	CHINA SOUTHERN	S	62	0	0	37.1	43.5	12.9	3.2	1.6	1.6	0.0	0.0	0.0	0.0	0.0	3	90.3	6	62	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>37.1</b>	<b>43.5</b>	<b>12.9</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.3</b>	<b>6</b>	<b>62</b>	
QINGDAO	BEIJING CAPITAL AIRLINES	S	16	0	0	37.5	37.5	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL QINGDAO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>37.5</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	88	0	0	8.0	30.7	35.2	14.8	4.5	3.4	1.1	2.3	0.0	0.0	0.0	17	70.7	14	82	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
SHANGHAI (PU DONG)	CHINA EASTERN AIRLINES	S	60	0	1	3.3	34.4	32.8	11.5	11.5	1.6	3.3	0.0	0.0	0.0	1.6	14	63.8	14	58	
SHANGHAI (PU DONG)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	19.4	30.6	37.1	4.8	3.2	1.6	3.2	0.0	0.0	0.0	0.0	9	77.4	15	62	
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>210</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>31.8</b>	<b>35.1</b>	<b>10.9</b>	<b>6.2</b>	<b>2.4</b>	<b>2.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>70.8</b>	<b>14</b>	<b>202</b>	
TIANJIN	TIANJIN AIRLINES	S	14	0	0	42.9	21.4	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL TIANJIN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>21.4</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>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
WUHAN TIANHE INTERNATIONAL	CHINA SOUTHERN	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	10	0.0	0	0	
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CHINA</b>			<b>516</b>	<b>0</b>	<b>1</b>	<b>19.1</b>	<b>32.1</b>	<b>28.8</b>	<b>9.1</b>	<b>6.8</b>	<b>2.3</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>11</b>	<b>69.0</b>	<b>15</b>	<b>448</b>	
<b>COLOMBIA</b>																					
BOGOTA	AVIANCA COLOMBIA	S	62	0	0	0.0	37.1	17.7	14.5	14.5	8.1	1.6	1.6	4.8	0.0	0.0	48	83.9	10	62	
<b>TOTAL BOGOTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.1</b>	<b>17.7</b>	<b>14.5</b>	<b>14.5</b>	<b>8.1</b>	<b>1.6</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>83.9</b>	<b>10</b>	<b>62</b>	
<b>TOTAL COLOMBIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.1</b>	<b>17.7</b>	<b>14.5</b>	<b>14.5</b>	<b>8.1</b>	<b>1.6</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>83.9</b>	<b>10</b>	<b>62</b>	
<b>CROATIA</b>																					
SPLIT	BRITISH AIRWAYS PLC	S	28	0	0	3.6	21.4	57.1	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	17	24	
SPLIT	CROATIA AIRLINES	S	6	0	0	0.0	0.0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	12	8	
<b>TOTAL SPLIT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>58.8</b>	<b>17.6</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>9</b>	<b>81.3</b>	<b>16</b>	<b>32</b>	
ZAGREB	BRITISH AIRWAYS PLC	S	64	0	0	1.6	28.1	50.0	12.5	3.1	1.6	3.1	0.0	0.0	0.0	0.0	12	90.0	6	60	
ZAGREB	CROATIA AIRLINES	S	28	0	0	0.0	14.3	42.9	10.7	21.4	10.7	0.0	0.0	0.0	0.0	0.0	22	65.3	16	72	
<b>TOTAL ZAGREB</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>23.9</b>	<b>47.8</b>	<b>12.0</b>	<b>8.7</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>15</b>	<b>76.5</b>	<b>12</b>	<b>132</b>	
<b>TOTAL CROATIA</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.2</b>	<b>50.8</b>	<b>13.5</b>	<b>7.1</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>14</b>	<b>77.4</b>	<b>13</b>	<b>164</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	62.9	15	62	
LARNACA	BRITISH AIRWAYS PLC	S	124	0	0	4.0	17.7	45.2	15.3	10.5	6.5	0.8	0.0	0.0	0.0	0.0	16	77.5	10	120	
LARNACA	COBALT	S	62	0	0	3.2	25.8	37.1	17.7	8.1	1.6	4.8	1.6	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>20.4</b>	<b>42.5</b>	<b>16.1</b>	<b>9.7</b>	<b>4.8</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.5</b>	<b>12</b>	<b>182</b>	
<b>TOTAL CYPRUS</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>20.4</b>	<b>42.5</b>	<b>16.1</b>	<b>9.7</b>	<b>4.8</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>72.5</b>	<b>12</b>	<b>182</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BRITISH AIRWAYS PLC	S	294	0	0	10.5	36.1	33.3	5.8	7.1	3.7	2.4	0.7	0.3	0.0	0.0	18	86.4	7	286	
<b>TOTAL PRAGUE</b>			<b>294</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>36.1</b>	<b>33.3</b>	<b>5.8</b>	<b>7.1</b>	<b>3.7</b>	<b>2.4</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>86.4</b>	<b>7</b>	<b>286</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>294</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>36.1</b>	<b>33.3</b>	<b>5.8</b>	<b>7.1</b>	<b>3.7</b>	<b>2.4</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>86.4</b>	<b>7</b>	<b>286</b>	
<b>DENMARK</b>																					
BILLUND	BRITISH AIRWAYS PLC	S	91	0	1	14.1	51.1	17.4	8.7	3.3	2.2	2.2	0.0	0.0	0.0	1.1	10	88.5	7	96	
<b>TOTAL BILLUND</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>14.1</b>	<b>51.1</b>	<b>17.4</b>	<b>8.7</b>	<b>3.3</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>88.5</b>	<b>7</b>	<b>96</b>	
COPENHAGEN	BRITISH AIRWAYS PLC	S	405	0	6	14.1	39.9	26.5	10.7	5.1	1.9	0.2	0.0	0.0	0.0	1.5	8	87.4	8	348	
COPENHAGEN	SAS	S	184	0	2	2.2	41.4	36.0	8.6	5.4	4.3	1.1	0.0	0.0	0.0	1.1	12	90.7	6	334	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

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	
COPENHAGEN	SCANDINAVIAN AIRLINES IRELAND LTD	S	158	0	0	2.5	43.0	38.6	5.7	6.3	3.8	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>747</b>	<b>0</b>	<b>8</b>	<b>8.7</b>	<b>40.9</b>	<b>31.4</b>	<b>9.1</b>	<b>5.4</b>	<b>2.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>89.0</b>	<b>7</b>	<b>682</b>	
<b>TOTAL DENMARK</b>			<b>838</b>	<b>0</b>	<b>9</b>	<b>9.3</b>	<b>42.0</b>	<b>29.9</b>	<b>9.1</b>	<b>5.2</b>	<b>2.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>9</b>	<b>88.9</b>	<b>7</b>	<b>778</b>		
<b>EGYPT</b>																					
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	14.5	29.0	33.9	8.1	4.8	8.1	1.6	0.0	0.0	0.0	0.0	16	81.7	13	60	
CAIRO	EGYPT 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	50	0.0	0	0	
CAIRO	EGYPT AIR	S	124	0	0	5.6	29.8	32.3	14.5	12.9	4.0	0.8	0.0	0.0	0.0	0.0	16	82.0	8	122	
<b>TOTAL CAIRO</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>29.4</b>	<b>32.6</b>	<b>12.3</b>	<b>10.7</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.9</b>	<b>9</b>	<b>182</b>	
LUXOR	EGYPT AIR	S	8	0	0	0.0	0.0	50.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	35	60.0	11	10	
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</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>35</b>	<b>60.0</b>	<b>11</b>	<b>10</b>	
<b>TOTAL EGYPT</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>28.2</b>	<b>33.3</b>	<b>12.8</b>	<b>10.8</b>	<b>5.1</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>80.7</b>	<b>10</b>	<b>192</b>	
<b>ESTONIA</b>																					
TALLIN	BRITISH AIRWAYS PLC	S	18	0	0	33.3	38.9	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	68.8	19	16	
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>38.9</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>68.8</b>	<b>19</b>	<b>16</b>	
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>38.9</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>68.8</b>	<b>19</b>	<b>16</b>	
<b>ETHIOPIA</b>																					
ADDIS ABABA	ETHIOPIAN AIRLINES	S	62	0	0	14.5	24.2	35.5	11.3	11.3	1.6	1.6	0.0	0.0	0.0	0.0	15	85.5	11	62	
<b>TOTAL ADDIS ABABA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>24.2</b>	<b>35.5</b>	<b>11.3</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>15</b>	<b>85.5</b>	<b>11</b>	<b>62</b>	
<b>TOTAL ETHIOPIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>24.2</b>	<b>35.5</b>	<b>11.3</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>15</b>	<b>85.5</b>	<b>11</b>	<b>62</b>	
<b>FINLAND</b>																					
HELSINKI	BRITISH AIRWAYS PLC	S	118	0	0	13.6	52.5	18.6	7.6	4.2	3.4	0.0	0.0	0.0	0.0	0.0	8	86.1	7	122	
HELSINKI	FINNAIR	S	310	0	0	10.3	45.2	32.3	5.8	3.5	2.6	0.3	0.0	0.0	0.0	0.0	7	87.4	7	310	
<b>TOTAL HELSINKI</b>			<b>428</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>47.2</b>	<b>28.5</b>	<b>6.3</b>	<b>3.7</b>	<b>2.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.0</b>	<b>7</b>	<b>432</b>	
<b>TOTAL FINLAND</b>			<b>428</b>	<b>0</b>	<b>0</b>	<b>11.2</b>	<b>47.2</b>	<b>28.5</b>	<b>6.3</b>	<b>3.7</b>	<b>2.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.0</b>	<b>7</b>	<b>432</b>	
<b>FRANCE</b>																					
BASTIA	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	10	50.0	654	2	
<b>TOTAL BASTIA</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>654</b>	<b>2</b>	
BIARRITZ	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	6	
<b>TOTAL BIARRITZ</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
FIGARI	BRITISH AIRWAYS PLC	C	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	29	75.0	8	4	
FIGARI	BRITISH AIRWAYS PLC	S	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL FIGARI</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</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>29</b>	<b>75.0</b>	<b>8</b>	<b>4</b>	
LYON	BRITISH AIRWAYS PLC	S	178	0	2	4.4	45.6	26.1	8.3	7.2	6.7	0.0	0.6	0.0	0.0	1.1	13	86.7	7	181	
<b>TOTAL LYON</b>			<b>178</b>	<b>0</b>	<b>2</b>	<b>4.4</b>	<b>45.6</b>	<b>26.1</b>	<b>8.3</b>	<b>7.2</b>	<b>6.7</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>13</b>	<b>86.7</b>	<b>7</b>	<b>181</b>	
MARSEILLE	BRITISH AIRWAYS PLC	S	174	0	10	1.6	35.3	30.4	13.6	10.3	2.2	1.1	0.0	0.0	0.0	5.4	13	90.4	5	177	
<b>TOTAL MARSEILLE</b>			<b>174</b>	<b>0</b>	<b>10</b>	<b>1.6</b>	<b>35.3</b>	<b>30.4</b>	<b>13.6</b>	<b>10.3</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>13</b>	<b>90.4</b>	<b>5</b>	<b>177</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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
MONTPELLIER	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.3	5	16
<b>TOTAL MONTPELLIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>5</b>	<b>16</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	93.8	3	16
<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>93.8</b>	<b>3</b>	<b>16</b>
NICE	BRITISH AIRWAYS PLC	S	398	0	4	4.5	34.6	35.1	10.7	5.2	6.5	1.7	0.7	0.0	0.0	1.0	16	86.8	8	417
<b>TOTAL NICE</b>			<b>398</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>34.6</b>	<b>35.1</b>	<b>10.7</b>	<b>5.2</b>	<b>6.5</b>	<b>1.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>86.8</b>	<b>8</b>	<b>417</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	338	0	26	0.8	28.6	38.7	13.7	8.0	2.2	0.8	0.0	0.0	0.0	7.1	12	80.1	10	376
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS PLC	S	427	0	11	9.4	39.5	34.9	5.9	4.6	2.3	0.5	0.5	0.0	0.0	2.5	9	88.1	9	395
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>765</b>	<b>0</b>	<b>37</b>	<b>5.5</b>	<b>34.5</b>	<b>36.7</b>	<b>9.5</b>	<b>6.1</b>	<b>2.2</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>11</b>	<b>84.2</b>	<b>9</b>	<b>771</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	94.2	5	190
PARIS (ORLY)	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	60	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>100.0</b>	<b>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>94.2</b>	<b>5</b>	<b>190</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	175	0	5	7.8	50.6	25.6	8.9	3.3	0.6	0.6	0.0	0.0	0.0	2.8	6	87.8	8	180
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>175</b>	<b>0</b>	<b>5</b>	<b>7.8</b>	<b>50.6</b>	<b>25.6</b>	<b>8.9</b>	<b>3.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>6</b>	<b>87.8</b>	<b>8</b>	<b>180</b>
<b>TOTAL FRANCE</b>			<b>1698</b>	<b>0</b>	<b>58</b>	<b>5.0</b>	<b>37.3</b>	<b>33.4</b>	<b>10.0</b>	<b>6.3</b>	<b>3.5</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>12</b>	<b>86.9</b>	<b>8</b>	<b>1960</b>
<b>GERMANY</b>																				
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	400	0	6	9.1	45.8	29.1	5.9	5.7	3.0	0.0	0.0	0.0	0.0	1.5	8	87.2	14	392
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	150	0	2	9.2	36.2	34.2	5.3	7.9	2.0	2.0	2.0	0.0	0.0	1.3	15	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	86.9	8	176
<b>TOTAL BERLIN (TEGEL)</b>			<b>550</b>	<b>0</b>	<b>8</b>	<b>9.1</b>	<b>43.2</b>	<b>30.5</b>	<b>5.7</b>	<b>6.3</b>	<b>2.7</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>87.1</b>	<b>12</b>	<b>568</b>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	156	0	12	6.5	28.0	32.1	7.1	6.5	6.0	5.4	1.2	0.0	0.0	7.1	22	67.9	18	28
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	91.5	6	130
<b>TOTAL COLOGNE BONN</b>			<b>156</b>	<b>0</b>	<b>12</b>	<b>6.5</b>	<b>28.0</b>	<b>32.1</b>	<b>7.1</b>	<b>6.5</b>	<b>6.0</b>	<b>5.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>22</b>	<b>87.3</b>	<b>8</b>	<b>158</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	337	0	7	11.0	48.0	27.0	5.2	3.8	1.5	1.2	0.3	0.0	0.0	2.0	8	85.1	7	343
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	218	0	24	3.7	28.5	33.9	8.3	7.9	6.2	1.7	0.0	0.0	0.0	9.9	16	71.0	14	224
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	77.8	8	18
<b>TOTAL DUSSELDORF</b>			<b>555</b>	<b>0</b>	<b>31</b>	<b>8.0</b>	<b>39.9</b>	<b>29.9</b>	<b>6.5</b>	<b>5.5</b>	<b>3.4</b>	<b>1.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>11</b>	<b>79.5</b>	<b>10</b>	<b>585</b>
FRANKFURT MAIN	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	100.0	0	1
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	390	0	12	7.0	33.3	35.6	10.0	7.5	3.2	0.5	0.0	0.0	0.0	3.0	11	80.3	10	365
FRANKFURT MAIN	LUFTHANSA	S	689	0	31	1.0	22.5	36.7	16.7	11.9	6.4	0.3	0.3	0.0	0.0	4.3	19	76.3	12	705
<b>TOTAL FRANKFURT MAIN</b>			<b>1079</b>	<b>0</b>	<b>43</b>	<b>3.1</b>	<b>26.4</b>	<b>36.3</b>	<b>14.3</b>	<b>10.3</b>	<b>5.3</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>16</b>	<b>77.7</b>	<b>12</b>	<b>1071</b>
HAMBURG	BRITISH AIRWAYS PLC	S	276	0	4	8.2	49.3	29.6	5.0	3.6	1.8	1.1	0.0	0.0	0.0	1.4	7	83.8	10	296
HAMBURG	EUROWINGS LUFTVERKEHRS	S	168	0	2	3.5	35.9	32.9	8.8	9.4	8.2	0.0	0.0	0.0	0.0	1.2	15	81.4	11	118

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
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	88.5	5	52	
<b>TOTAL HAMBURG</b>			<b>444</b>	<b>0</b>	<b>6</b>	<b>6.4</b>	<b>44.2</b>	<b>30.9</b>	<b>6.4</b>	<b>5.8</b>	<b>4.2</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>10</b>	<b>83.7</b>	<b>9</b>	<b>466</b>	
HANOVER	BRITISH AIRWAYS PLC	S	174	0	2	19.3	46.0	22.7	4.0	4.5	1.7	0.6	0.0	0.0	0.0	1.1	6	93.3	6	180	
<b>TOTAL HANOVER</b>			<b>174</b>	<b>0</b>	<b>2</b>	<b>19.3</b>	<b>46.0</b>	<b>22.7</b>	<b>4.0</b>	<b>4.5</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>6</b>	<b>93.3</b>	<b>6</b>	<b>180</b>	
MUNICH	BRITISH AIRWAYS PLC	S	378	0	6	6.0	37.0	33.1	10.4	4.9	3.9	3.1	0.0	0.0	0.0	1.6	15	83.2	9	374	
MUNICH	LUFTHANSA	S	441	0	17	3.1	26.6	36.5	13.1	13.3	3.1	0.2	0.4	0.0	0.0	3.7	15	79.5	9	483	
<b>TOTAL MUNICH</b>			<b>819</b>	<b>0</b>	<b>23</b>	<b>4.4</b>	<b>31.4</b>	<b>34.9</b>	<b>11.9</b>	<b>9.5</b>	<b>3.4</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>15</b>	<b>81.1</b>	<b>9</b>	<b>857</b>	
STUTTGART	BRITISH AIRWAYS PLC	S	116	0	0	4.3	37.1	36.2	9.5	5.2	7.8	0.0	0.0	0.0	0.0	0.0	12	80.2	10	116	
STUTTGART	EUROWINGS LUFTVERKEHRS	S	154	0	6	1.9	23.1	35.0	12.5	15.0	6.3	0.0	2.5	0.0	0.0	3.8	23	0.0	0	0	
STUTTGART	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	81.0	12	158	
<b>TOTAL STUTTGART</b>			<b>270</b>	<b>0</b>	<b>6</b>	<b>2.9</b>	<b>29.0</b>	<b>35.5</b>	<b>11.2</b>	<b>10.9</b>	<b>6.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>18</b>	<b>80.7</b>	<b>12</b>	<b>274</b>	
<b>TOTAL GERMANY</b>			<b>4047</b>	<b>0</b>	<b>131</b>	<b>6.0</b>	<b>34.5</b>	<b>33.0</b>	<b>9.8</b>	<b>8.1</b>	<b>4.2</b>	<b>1.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>14</b>	<b>81.8</b>	<b>10</b>	<b>4159</b>	
<b>GHANA</b>																					
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	1.6	11.3	40.3	22.6	9.7	9.7	1.6	3.2	0.0	0.0	0.0	29	71.7	13	60	
<b>TOTAL ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>11.3</b>	<b>40.3</b>	<b>22.6</b>	<b>9.7</b>	<b>9.7</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>71.7</b>	<b>13</b>	<b>60</b>	
<b>TOTAL GHANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>11.3</b>	<b>40.3</b>	<b>22.6</b>	<b>9.7</b>	<b>9.7</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>71.7</b>	<b>13</b>	<b>60</b>	
<b>GIBRALTAR</b>																					
GIBRALTAR	BRITISH AIRWAYS PLC	S	94	0	0	9.6	42.6	33.0	8.5	3.2	0.0	0.0	3.2	0.0	0.0	0.0	14	89.1	7	92	
<b>TOTAL GIBRALTAR</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>42.6</b>	<b>33.0</b>	<b>8.5</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>0.0</b>	<b>14</b>	<b>89.1</b>	<b>7</b>	<b>92</b>	
<b>TOTAL GIBRALTAR</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>42.6</b>	<b>33.0</b>	<b>8.5</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>0.0</b>	<b>14</b>	<b>89.1</b>	<b>7</b>	<b>92</b>	
<b>GREECE</b>																					
ATHENS	AEGEAN AIRLINES	S	186	0	0	12.4	41.4	24.7	12.4	5.9	2.7	0.0	0.5	0.0	0.0	0.0	11	86.6	8	186	
ATHENS	AIR CANADA	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	
ATHENS	BRITISH AIRWAYS PLC	S	254	0	0	11.0	30.7	35.4	11.8	6.3	4.3	0.4	0.0	0.0	0.0	0.0	12	78.2	14	248	
<b>TOTAL ATHENS</b>			<b>441</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>35.1</b>	<b>31.1</b>	<b>12.0</b>	<b>6.1</b>	<b>3.6</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.8</b>	<b>12</b>	<b>434</b>	
CHANIA	BRITISH AIRWAYS PLC	S	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	27	82.4	7	17	
<b>TOTAL CHANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>82.4</b>	<b>7</b>	<b>17</b>	
CORFU	BRITISH AIRWAYS PLC	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	0.0	88	2	
CORFU	BRITISH AIRWAYS PLC	S	48	0	0	2.1	31.3	39.6	10.4	12.5	4.2	0.0	0.0	0.0	0.0	0.0	14	88.5	7	52	
<b>TOTAL CORFU</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>30.0</b>	<b>42.0</b>	<b>10.0</b>	<b>12.0</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>13</b>	<b>85.2</b>	<b>10</b>	<b>54</b>	
KALAMATA	BRITISH AIRWAYS PLC	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	5	57.1	26	7	
KALAMATA	BRITISH AIRWAYS PLC	S	18	0	0	11.1	38.9	38.9	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	100.0	2	14	
<b>TOTAL KALAMATA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>32.0</b>	<b>48.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>85.7</b>	<b>10</b>	<b>21</b>	
KEFALLINIA	BRITISH AIRWAYS PLC	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	10	0.0	0	0	
KEFALLINIA	BRITISH AIRWAYS PLC	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	30	0.0	0	0	
<b>TOTAL KEFALLINIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>25.0</b>	<b>25.0</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>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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
KOS	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	3	7
<b>TOTAL KOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>3</b>	<b>7</b>
LEMNOS	BRITISH AIRWAYS PLC	C	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	267	2
LEMNOS	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	146	1
<b>TOTAL LEMNOS</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>22</b>	<b>0.0</b>	<b>226</b>	<b>3</b>
MIKONOS	BRITISH AIRWAYS PLC	S	38	0	0	0.0	21.1	44.7	18.4	13.2	2.6	0.0	0.0	0.0	0.0	0.0	15	92.3	4	26
<b>TOTAL MIKONOS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>44.7</b>	<b>18.4</b>	<b>13.2</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>92.3</b>	<b>4</b>	<b>26</b>
PREVEZA	BRITISH AIRWAYS PLC	C	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	70.0	49	10
<b>TOTAL PREVEZA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>44.4</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.0</b>	<b>49</b>	<b>10</b>
RHODES	BRITISH AIRWAYS PLC	C	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.4	19	7
<b>TOTAL RHODES</b>			<b>8</b>	<b>0</b>	<b>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>0.0</b>	<b>2</b>	<b>71.4</b>	<b>19</b>	<b>7</b>
THIRA (SANTORINI)	BRITISH AIRWAYS PLC	S	46	0	0	0.0	23.9	39.1	10.9	15.2	6.5	4.3	0.0	0.0	0.0	0.0	23	75.0	11	32
<b>TOTAL THIRA (SANTORINI)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.9</b>	<b>39.1</b>	<b>10.9</b>	<b>15.2</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>23</b>	<b>75.0</b>	<b>11</b>	<b>32</b>
ZAKINTHOS	BRITISH AIRWAYS PLC	S	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	33.3	52	3
<b>TOTAL ZAKINTHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>33.3</b>	<b>52</b>	<b>3</b>
<b>TOTAL GREECE</b>			<b>654</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>32.6</b>	<b>33.5</b>	<b>12.1</b>	<b>8.1</b>	<b>4.1</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.6</b>	<b>13</b>	<b>614</b>
<b>HONG KONG</b>																				
HONG KONG (CHEK LAP KOK)	BRITISH AIRWAYS PLC	S	123	0	0	7.3	33.3	36.6	8.9	7.3	4.9	1.6	0.0	0.0	0.0	0.0	13	83.3	17	120
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	270	0	0	14.1	42.6	25.6	8.9	4.8	3.0	0.7	0.4	0.0	0.0	0.0	10	74.3	15	268
HONG KONG (CHEK LAP KOK)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	30.6	38.7	21.0	1.6	3.2	1.6	1.6	0.0	1.6	0.0	0.0	30	82.3	29	62
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>455</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>39.6</b>	<b>27.9</b>	<b>7.9</b>	<b>5.3</b>	<b>3.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.8</b>	<b>18</b>	<b>450</b>
<b>TOTAL HONG KONG</b>			<b>455</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>39.6</b>	<b>27.9</b>	<b>7.9</b>	<b>5.3</b>	<b>3.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>77.8</b>	<b>18</b>	<b>450</b>
<b>HUNGARY</b>																				
BUDAPEST	BRITISH AIRWAYS PLC	S	247	0	1	8.1	37.9	27.4	10.5	9.7	4.0	1.6	0.4	0.0	0.0	0.4	14	83.3	11	240
<b>TOTAL BUDAPEST</b>			<b>247</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>37.9</b>	<b>27.4</b>	<b>10.5</b>	<b>9.7</b>	<b>4.0</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>14</b>	<b>83.3</b>	<b>11</b>	<b>240</b>
<b>TOTAL HUNGARY</b>			<b>247</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>37.9</b>	<b>27.4</b>	<b>10.5</b>	<b>9.7</b>	<b>4.0</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>14</b>	<b>83.3</b>	<b>11</b>	<b>240</b>
<b>ICELAND</b>																				
KEFLAVIK	BRITISH AIRWAYS PLC	S	62	0	0	17.7	53.2	21.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.6	10	32
KEFLAVIK	ICELANDAIR	S	124	0	0	1.6	12.1	41.1	25.0	8.9	6.5	1.6	3.2	0.0	0.0	0.0	28	50.0	19	124
<b>TOTAL KEFLAVIK</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>25.8</b>	<b>34.4</b>	<b>19.4</b>	<b>5.9</b>	<b>4.3</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>58.3</b>	<b>17</b>	<b>156</b>
<b>TOTAL ICELAND</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>7.0</b>	<b>25.8</b>	<b>34.4</b>	<b>19.4</b>	<b>5.9</b>	<b>4.3</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>58.3</b>	<b>17</b>	<b>156</b>
<b>INDIA</b>																				
AHMEDABAD	AIR INDIA	S	35	0	0	48.6	14.3	17.1	11.4	5.7	0.0	2.9	0.0	0.0	0.0	0.0	10	80.0	25	35
<b>TOTAL AHMEDABAD</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>48.6</b>	<b>14.3</b>	<b>17.1</b>	<b>11.4</b>	<b>5.7</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>80.0</b>	<b>25</b>	<b>35</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
BANGALORE (BENGALURU)	BRITISH AIRWAYS PLC	S	62	0	1	22.2	20.6	27.0	19.0	7.9	1.6	0.0	0.0	0.0	0.0	1.6	11	76.7	10	60	
<b>TOTAL BANGALORE (BENGALURU)</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>22.2</b>	<b>20.6</b>	<b>27.0</b>	<b>19.0</b>	<b>7.9</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>11</b>	<b>76.7</b>	<b>10</b>	<b>60</b>	
CHENNAI	BRITISH AIRWAYS PLC	S	62	0	0	17.7	29.0	32.3	11.3	6.5	0.0	0.0	0.0	3.2	0.0	0.0	23	78.3	9	60	
<b>TOTAL CHENNAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>29.0</b>	<b>32.3</b>	<b>11.3</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>78.3</b>	<b>9</b>	<b>60</b>	
DELHI	AIR INDIA	S	124	0	0	25.8	37.1	21.8	4.8	4.0	3.2	1.6	1.6	0.0	0.0	0.0	12	83.1	8	124	
DELHI	BRITISH AIRWAYS PLC	S	124	0	0	13.7	31.5	37.9	7.3	4.0	4.0	0.8	0.8	0.0	0.0	0.0	11	87.0	11	123	
DELHI	JET AIRWAYS	S	62	0	0	11.3	33.9	21.0	16.1	6.5	8.1	1.6	1.6	0.0	0.0	0.0	21	53.2	22	62	
DELHI	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	12.9	29.0	35.5	12.9	8.1	1.6	0.0	0.0	0.0	0.0	0.0	10	85.5	9	62	
<b>TOTAL DELHI</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>33.3</b>	<b>29.3</b>	<b>8.9</b>	<b>5.1</b>	<b>4.0</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>79.8</b>	<b>11</b>	<b>371</b>	
HYDERABAD ( RAJIV GHANDI )	BRITISH AIRWAYS PLC	S	62	0	0	16.1	30.6	29.0	12.9	8.1	1.6	0.0	1.6	0.0	0.0	0.0	13	73.3	14	60	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>30.6</b>	<b>29.0</b>	<b>12.9</b>	<b>8.1</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>13</b>	<b>73.3</b>	<b>14</b>	<b>60</b>	
MUMBAI	AIR INDIA	S	62	0	0	4.8	19.4	37.1	16.1	8.1	14.5	0.0	0.0	0.0	0.0	0.0	22	43.5	27	62	
MUMBAI	BRITISH AIRWAYS PLC	S	124	0	0	10.5	36.3	33.9	7.3	3.2	8.1	0.8	0.0	0.0	0.0	0.0	13	83.6	8	122	
MUMBAI	JET AIRWAYS	S	186	0	0	11.3	31.7	28.5	12.4	8.1	4.8	2.2	0.0	1.1	0.0	0.0	19	77.4	9	124	
<b>TOTAL MUMBAI</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>31.2</b>	<b>31.7</b>	<b>11.3</b>	<b>6.5</b>	<b>7.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.1</b>	<b>12</b>	<b>308</b>	
<b>TOTAL INDIA</b>			<b>965</b>	<b>0</b>	<b>1</b>	<b>15.8</b>	<b>30.5</b>	<b>29.8</b>	<b>11.0</b>	<b>6.1</b>	<b>4.7</b>	<b>1.0</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>15</b>	<b>76.7</b>	<b>12</b>	<b>894</b>	
<b>INDONESIA</b>																					
JAKARTA (SOEKARNO-HATTA INTNL)	GARUDA INDONESIA	S	28	0	0	0.0	10.7	7.1	17.9	46.4	7.1	3.6	3.6	3.6	0.0	0.0	66	80.8	10	26	
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>7.1</b>	<b>17.9</b>	<b>46.4</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
<b>TOTAL INDONESIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>7.1</b>	<b>17.9</b>	<b>46.4</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>80.8</b>	<b>10</b>	<b>26</b>	
<b>IRAN</b>																					
TEHRAN IMAM KHOMEINI	BRITISH AIRWAYS PLC	S	45	0	0	11.1	20.0	35.6	11.1	11.1	8.9	2.2	0.0	0.0	0.0	0.0	20	76.7	12	60	
TEHRAN IMAM KHOMEINI	IRAN AIR	S	28	0	0	14.3	32.1	21.4	17.9	10.7	3.6	0.0	0.0	0.0	0.0	0.0	13	69.2	23	26	
<b>TOTAL TEHRAN IMAM KHOMEINI</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>24.7</b>	<b>30.1</b>	<b>13.7</b>	<b>11.0</b>	<b>6.8</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>74.4</b>	<b>16</b>	<b>86</b>	
<b>TOTAL IRAN</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>24.7</b>	<b>30.1</b>	<b>13.7</b>	<b>11.0</b>	<b>6.8</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>74.4</b>	<b>16</b>	<b>86</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	276	0	2	16.9	55.4	19.8	5.4	1.8	0.0	0.0	0.0	0.0	0.0	0.7	3	93.9	4	246	
<b>TOTAL CORK</b>			<b>276</b>	<b>0</b>	<b>2</b>	<b>16.9</b>	<b>55.4</b>	<b>19.8</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>0.0</b>	<b>0.7</b>	<b>3</b>	<b>93.9</b>	<b>4</b>	<b>246</b>	
DUBLIN	AER LINGUS	S	777	0	26	6.2	42.2	24.9	8.5	9.8	3.7	0.7	0.6	0.0	0.0	3.2	13	86.9	6	835	
DUBLIN	BRITISH AIRWAYS PLC	S	470	0	0	3.2	38.3	34.9	11.7	8.5	3.2	0.2	0.0	0.0	0.0	0.0	11	80.4	13	460	
<b>TOTAL DUBLIN</b>			<b>1247</b>	<b>0</b>	<b>26</b>	<b>5.1</b>	<b>40.8</b>	<b>28.6</b>	<b>9.7</b>	<b>9.3</b>	<b>3.5</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>13</b>	<b>84.6</b>	<b>8</b>	<b>1295</b>	
SHANNON	AER LINGUS	S	186	0	0	27.4	45.7	16.7	4.3	3.2	1.1	1.6	0.0	0.0	0.0	0.0	6	96.8	2	186	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 SHANNON</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>27.4</b>	<b>45.7</b>	<b>16.7</b>	<b>4.3</b>	<b>3.2</b>	<b>1.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>96.8</b>	<b>2</b>	<b>186</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1709</b>	<b>0</b>	<b>28</b>	<b>9.4</b>	<b>43.6</b>	<b>25.9</b>	<b>8.4</b>	<b>7.5</b>	<b>2.7</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>10</b>	<b>87.3</b>	<b>7</b>	<b>1727</b>
<b>ISRAEL</b>																				
TEL AVIV	BRITISH AIRWAYS PLC	S	169	0	0	10.7	26.0	36.1	15.4	7.1	4.1	0.0	0.6	0.0	0.0	0.0	13	81.6	9	158
TEL AVIV	EL AL	S	96	0	0	13.5	26.0	30.2	17.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	13	67.0	10	94
<b>TOTAL TEL AVIV</b>			<b>265</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>26.0</b>	<b>34.0</b>	<b>16.2</b>	<b>7.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.2</b>	<b>10</b>	<b>252</b>
<b>TOTAL ISRAEL</b>			<b>265</b>	<b>0</b>	<b>0</b>	<b>11.7</b>	<b>26.0</b>	<b>34.0</b>	<b>16.2</b>	<b>7.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>76.2</b>	<b>10</b>	<b>252</b>
<b>ITALY</b>																				
BOLOGNA	BRITISH AIRWAYS PLC	S	191	0	2	7.8	37.8	34.2	9.3	6.7	2.6	0.5	0.0	0.0	0.0	1.0	10	91.0	5	178
<b>TOTAL BOLOGNA</b>			<b>191</b>	<b>0</b>	<b>2</b>	<b>7.8</b>	<b>37.8</b>	<b>34.2</b>	<b>9.3</b>	<b>6.7</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>91.0</b>	<b>5</b>	<b>178</b>
BRINDISI	BRITISH AIRWAYS PLC	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	50.0	13	2
<b>TOTAL BRINDISI</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>50.0</b>	<b>13</b>	<b>2</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	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	50.0	701	2
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	237	1
<b>TOTAL CAGLIARI (ELMAS)</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>33.3</b>	<b>546</b>	<b>3</b>
LAMETIA-TERME	BRITISH AIRWAYS PLC	C	8	0	0	0.0	25.0	25.0	0.0	12.5	12.5	0.0	25.0	0.0	0.0	0.0	75	0.0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	ALITALIA (CAI)	S	124	0	0	5.6	41.9	27.4	12.9	11.3	0.8	0.0	0.0	0.0	0.0	0.0	10	84.7	7	124
MILAN (LINATE)	BRITISH AIRWAYS PLC	S	374	0	10	6.5	37.2	35.2	8.6	5.5	3.4	1.0	0.0	0.0	0.0	2.6	11	84.9	10	364
<b>TOTAL MILAN (LINATE)</b>			<b>498</b>	<b>0</b>	<b>10</b>	<b>6.3</b>	<b>38.4</b>	<b>33.3</b>	<b>9.6</b>	<b>6.9</b>	<b>2.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>11</b>	<b>84.8</b>	<b>9</b>	<b>488</b>
MILAN (MALPENSA)	BRITISH AIRWAYS PLC	S	216	0	8	4.9	33.0	30.4	10.7	9.4	4.5	2.2	0.9	0.4	0.0	3.6	22	86.8	10	219
<b>TOTAL MILAN (MALPENSA)</b>			<b>216</b>	<b>0</b>	<b>8</b>	<b>4.9</b>	<b>33.0</b>	<b>30.4</b>	<b>10.7</b>	<b>9.4</b>	<b>4.5</b>	<b>2.2</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>3.6</b>	<b>22</b>	<b>86.8</b>	<b>10</b>	<b>219</b>
OLBIA	BRITISH AIRWAYS PLC	C	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	37	44.4	171	9
OLBIA	BRITISH AIRWAYS PLC	S	26	0	0	3.8	38.5	26.9	7.7	11.5	7.7	0.0	3.8	0.0	0.0	0.0	20	86.7	10	30
<b>TOTAL OLBIA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>37.9</b>	<b>27.6</b>	<b>6.9</b>	<b>10.3</b>	<b>10.3</b>	<b>0.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>76.9</b>	<b>47</b>	<b>39</b>
PALERMO	BRITISH AIRWAYS PLC	S	28	0	1	3.4	41.4	37.9	6.9	0.0	0.0	3.4	3.4	0.0	0.0	3.4	17	69.2	11	26
<b>TOTAL PALERMO</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>3.4</b>	<b>41.4</b>	<b>37.9</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>3.4</b>	<b>17</b>	<b>69.2</b>	<b>11</b>	<b>26</b>
PISA	BRITISH AIRWAYS PLC	S	92	0	2	9.6	33.0	36.2	4.3	6.4	7.4	1.1	0.0	0.0	0.0	2.1	14	84.6	17	78
<b>TOTAL PISA</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>9.6</b>	<b>33.0</b>	<b>36.2</b>	<b>4.3</b>	<b>6.4</b>	<b>7.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>14</b>	<b>84.6</b>	<b>17</b>	<b>78</b>
ROME (FIUMICINO)	AIR CANADA	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
ROME (FIUMICINO)	ALITALIA (CAI)	S	243	0	0	10.7	38.7	32.9	9.1	5.3	2.5	0.0	0.8	0.0	0.0	0.0	10	85.3	8	184
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	2
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	406	0	8	5.6	28.0	35.7	14.7	10.4	2.4	1.2	0.0	0.0	0.0	1.9	14	77.7	14	363
<b>TOTAL ROME (FIUMICINO)</b>			<b>650</b>	<b>0</b>	<b>8</b>	<b>7.4</b>	<b>31.9</b>	<b>34.7</b>	<b>12.6</b>	<b>8.7</b>	<b>2.4</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>80.0</b>	<b>12</b>	<b>549</b>
VENICE	BRITISH AIRWAYS PLC	S	150	0	4	16.9	27.3	24.0	16.2	5.8	7.1	0.0	0.0	0.0	0.0	2.6	13	80.6	15	134
<b>TOTAL VENICE</b>			<b>150</b>	<b>0</b>	<b>4</b>	<b>16.9</b>	<b>27.3</b>	<b>24.0</b>	<b>16.2</b>	<b>5.8</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>13</b>	<b>80.6</b>	<b>15</b>	<b>134</b>
<b>TOTAL ITALY</b>			<b>1868</b>	<b>0</b>	<b>35</b>	<b>7.6</b>	<b>34.2</b>	<b>32.8</b>	<b>10.9</b>	<b>7.7</b>	<b>3.6</b>	<b>0.9</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>1.8</b>	<b>13</b>	<b>83.3</b>	<b>12</b>	<b>1716</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>JAPAN</b>																					
TOKYO (HANEDA)	ALL NIPPON AIRWAYS	S	62	0	0	37.1	32.3	29.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	2	95.2	4	62		
TOKYO (HANEDA)	BRITISH AIRWAYS PLC	S	62	0	0	12.9	35.5	33.9	6.5	3.2	4.8	1.6	1.6	0.0	0.0	16	78.3	14	60		
TOKYO (HANEDA)	JAPAN AIRLINES	S	124	0	0	16.9	41.9	34.7	5.6	0.8	0.0	0.0	0.0	0.0	3	96.8	2	62			
<b>TOTAL TOKYO (HANEDA)</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>37.9</b>	<b>33.1</b>	<b>4.4</b>	<b>1.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.2</b>	<b>6</b>	<b>184</b>		
TOKYO (NARITA)	AEROFLOT	S	10	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	12			
TOKYO (NARITA)	BRITISH AIRWAYS PLC	S	60	0	2	21.0	27.4	24.2	8.1	3.2	8.1	4.8	0.0	0.0	3.2	20	81.7	12	60		
<b>TOTAL TOKYO (NARITA)</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>18.1</b>	<b>34.7</b>	<b>23.6</b>	<b>6.9</b>	<b>2.8</b>	<b>6.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>18</b>	<b>84.7</b>	<b>11</b>	<b>72</b>		
<b>TOTAL JAPAN</b>			<b>318</b>	<b>0</b>	<b>2</b>	<b>20.3</b>	<b>37.2</b>	<b>30.9</b>	<b>5.0</b>	<b>1.9</b>	<b>2.5</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.7</b>	<b>8</b>	<b>256</b>		
<b>JORDAN</b>																					
AMMAN	BRITISH AIRWAYS PLC	S	58	0	0	20.7	25.9	31.0	12.1	10.3	0.0	0.0	0.0	0.0	9	85.0	9	60			
AMMAN	ROYAL JORDANIAN	S	62	0	0	11.3	22.6	33.9	14.5	11.3	4.8	1.6	0.0	0.0	16	88.7	5	62			
<b>TOTAL AMMAN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>24.2</b>	<b>32.5</b>	<b>13.3</b>	<b>10.8</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.9</b>	<b>7</b>	<b>122</b>			
<b>TOTAL JORDAN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>24.2</b>	<b>32.5</b>	<b>13.3</b>	<b>10.8</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.9</b>	<b>7</b>	<b>122</b>			
<b>KAZAKHSTAN</b>																					
ASTANA	AIR ASTANA	S	36	0	0	13.9	63.9	8.3	0.0	5.6	8.3	0.0	0.0	0.0	9	88.9	9	36			
<b>TOTAL ASTANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>63.9</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.9</b>	<b>9</b>	<b>36</b>			
<b>TOTAL KAZAKHSTAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>63.9</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.9</b>	<b>9</b>	<b>36</b>			
<b>KENYA</b>																					
NAIROBI	BRITISH AIRWAYS PLC	S	62	0	0	0.0	21.0	54.8	9.7	9.7	3.2	1.6	0.0	0.0	14	83.3	26	60			
NAIROBI	KENYA AIRWAYS	S	61	0	2	6.3	14.3	38.1	7.9	12.7	9.5	7.9	0.0	0.0	3.2	31	80.6	8	62		
<b>TOTAL NAIROBI</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>17.6</b>	<b>46.4</b>	<b>8.8</b>	<b>11.2</b>	<b>6.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>82.0</b>	<b>17</b>	<b>122</b>		
<b>TOTAL KENYA</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>17.6</b>	<b>46.4</b>	<b>8.8</b>	<b>11.2</b>	<b>6.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>82.0</b>	<b>17</b>	<b>122</b>		
<b>KUWAIT</b>																					
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	38.7	21.0	30.6	1.6	6.5	1.6	0.0	0.0	0.0	6	75.0	28	60			
KUWAIT	KUWAIT AIRWAYS	S	88	0	0	13.6	19.3	34.1	22.7	6.8	1.1	2.3	0.0	0.0	14	58.0	21	88			
<b>TOTAL KUWAIT</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>24.0</b>	<b>20.0</b>	<b>32.7</b>	<b>14.0</b>	<b>6.7</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.9</b>	<b>24</b>	<b>148</b>			
<b>TOTAL KUWAIT</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>24.0</b>	<b>20.0</b>	<b>32.7</b>	<b>14.0</b>	<b>6.7</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.9</b>	<b>24</b>	<b>148</b>			
<b>LEBANON</b>																					
BEIRUT	BRITISH AIRWAYS PLC	S	58	0	0	24.1	20.7	36.2	13.8	3.4	1.7	0.0	0.0	0.0	9	88.3	7	60			
BEIRUT	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	123	0	0	8.9	41.5	30.9	5.7	8.9	4.1	0.0	0.0	0.0	11	83.9	6	124			
<b>TOTAL BEIRUT</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>34.8</b>	<b>32.6</b>	<b>8.3</b>	<b>7.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.3</b>	<b>7</b>	<b>184</b>			
<b>TOTAL LEBANON</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>34.8</b>	<b>32.6</b>	<b>8.3</b>	<b>7.2</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>85.3</b>	<b>7</b>	<b>184</b>			
<b>LUXEMBOURG</b>																					
LUXEMBOURG	BRITISH AIRWAYS PLC	S	122	0	0	14.8	47.5	22.1	4.9	4.1	6.6	0.0	0.0	0.0	10	90.8	5	120			
<b>TOTAL LUXEMBOURG</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>47.5</b>	<b>22.1</b>	<b>4.9</b>	<b>4.1</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.8</b>	<b>5</b>	<b>120</b>			
<b>TOTAL LUXEMBOURG</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>14.8</b>	<b>47.5</b>	<b>22.1</b>	<b>4.9</b>	<b>4.1</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>90.8</b>	<b>5</b>	<b>120</b>			

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>MALAYSIA</b>																					
KUALA LUMPUR (SEPANG)	BRITISH AIRWAYS PLC	S	62	0	0	19.4	38.7	29.0	4.8	4.8	3.2	0.0	0.0	0.0	0.0	0.0	7	88.5	8	61	
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MAS	S	124	0	2	13.5	31.7	35.7	10.3	1.6	4.0	0.0	0.8	0.8	0.0	1.6	21	70.4	16	108	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>186</b>	<b>0</b>	<b>2</b>	<b>15.4</b>	<b>34.0</b>	<b>33.5</b>	<b>8.5</b>	<b>2.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>76.9</b>	<b>13</b>	<b>169</b>	
<b>TOTAL MALAYSIA</b>			<b>186</b>	<b>0</b>	<b>2</b>	<b>15.4</b>	<b>34.0</b>	<b>33.5</b>	<b>8.5</b>	<b>2.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>76.9</b>	<b>13</b>	<b>169</b>	
<b>MALTA</b>																					
MALTA	AIR MALTA	S	132	0	0	3.0	23.5	34.1	18.9	12.9	6.1	0.8	0.8	0.0	0.0	0.0	19	70.5	10	132	
<b>TOTAL MALTA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>23.5</b>	<b>34.1</b>	<b>18.9</b>	<b>12.9</b>	<b>6.1</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>70.5</b>	<b>10</b>	<b>132</b>	
<b>MAURITIUS</b>																					
MAURITIUS	AIR MAURITIUS LTD	S	24	0	0	8.3	37.5	37.5	4.2	8.3	0.0	4.2	0.0	0.0	0.0	0.0	13	58.3	72	24	
<b>TOTAL MAURITIUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>37.5</b>	<b>37.5</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>58.3</b>	<b>72</b>	<b>24</b>	
<b>TOTAL MAURITIUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>37.5</b>	<b>37.5</b>	<b>4.2</b>	<b>8.3</b>	<b>0.0</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>58.3</b>	<b>72</b>	<b>24</b>	
<b>MEXICO</b>																					
MEXICO CITY	AEROMEXICO	S	61	0	1	48.4	40.3	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	1.6	2	86.2	4	58	
MEXICO CITY	BRITISH AIRWAYS PLC	S	62	0	0	11.3	17.7	27.4	16.1	14.5	9.7	1.6	1.6	0.0	0.0	0.0	27	76.7	15	60	
<b>TOTAL MEXICO CITY</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>29.8</b>	<b>29.0</b>	<b>16.9</b>	<b>8.1</b>	<b>8.9</b>	<b>4.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>81.4</b>	<b>10</b>	<b>118</b>	
<b>TOTAL MEXICO</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>29.8</b>	<b>29.0</b>	<b>16.9</b>	<b>8.1</b>	<b>8.9</b>	<b>4.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>81.4</b>	<b>10</b>	<b>118</b>	
<b>MOROCCO</b>																					
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	58	0	0	17.2	32.8	32.8	6.9	8.6	1.7	0.0	0.0	0.0	0.0	0.0	9	85.5	6	62	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>17.2</b>	<b>32.8</b>	<b>32.8</b>	<b>6.9</b>	<b>8.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.5</b>	<b>6</b>	<b>62</b>	
RABAT	ROYAL AIR MAROC	S	14	0	0	0.0	14.3	57.1	0.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	20	87.5	30	16	
<b>TOTAL RABAT</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>57.1</b>	<b>0.0</b>	<b>21.4</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>87.5</b>	<b>30</b>	<b>16</b>	
<b>TOTAL MOROCCO</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>29.2</b>	<b>37.5</b>	<b>5.6</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>11</b>	<b>85.9</b>	<b>11</b>	<b>78</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BRITISH AIRWAYS PLC	S	475	0	5	3.5	33.3	39.6	11.3	7.1	4.0	0.2	0.0	0.0	0.0	1.0	12	70.8	16	462	
AMSTERDAM	KLM	S	613	0	12	8.3	48.3	27.2	4.5	5.0	3.5	1.1	0.2	0.0	0.0	1.9	9	77.4	12	624	
<b>TOTAL AMSTERDAM</b>			<b>1088</b>	<b>0</b>	<b>17</b>	<b>6.2</b>	<b>41.8</b>	<b>32.6</b>	<b>7.4</b>	<b>5.9</b>	<b>3.7</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>74.6</b>	<b>14</b>	<b>1086</b>	
<b>TOTAL NETHERLANDS</b>			<b>1088</b>	<b>0</b>	<b>17</b>	<b>6.2</b>	<b>41.8</b>	<b>32.6</b>	<b>7.4</b>	<b>5.9</b>	<b>3.7</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>74.6</b>	<b>14</b>	<b>1086</b>	
<b>NEW ZEALAND</b>																					
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	11.3	32.3	35.5	9.7	9.7	0.0	1.6	0.0	0.0	0.0	0.0	11	69.4	12	62	
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>32.3</b>	<b>35.5</b>	<b>9.7</b>	<b>9.7</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.4</b>	<b>12</b>	<b>62</b>	
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>32.3</b>	<b>35.5</b>	<b>9.7</b>	<b>9.7</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.4</b>	<b>12</b>	<b>62</b>	
<b>NIGERIA</b>																					
ABUJA	BRITISH AIRWAYS PLC	S	62	0	0	16.1	27.4	43.5	3.2	8.1	1.6	0.0	0.0	0.0	0.0	0.0	8	93.3	8	60	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 ABUJA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>27.4</b>	<b>43.5</b>	<b>3.2</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>93.3</b>	<b>8</b>	<b>60</b>	
LAGOS	BRITISH AIRWAYS PLC	S	62	0	0	12.9	25.8	45.2	4.8	8.1	1.6	1.6	0.0	0.0	0.0	0.0	11	78.3	14	60	
LAGOS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	14.5	50.0	30.6	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.5	8	55	
<b>TOTAL LAGOS</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>37.9</b>	<b>37.9</b>	<b>4.8</b>	<b>4.0</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>7</b>	<b>81.7</b>	<b>11</b>	<b>115</b>	
<b>TOTAL NIGERIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>34.4</b>	<b>39.8</b>	<b>4.3</b>	<b>5.4</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.7</b>	<b>10</b>	<b>175</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	75.8	11	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>75.8</b>	<b>11</b>	<b>62</b>	
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	216	0	2	16.1	44.0	23.9	6.4	6.4	2.3	0.0	0.0	0.0	0.0	0.9	7	89.6	7	230	
OSLO (GARDERMOEN)	SAS	S	150	0	3	7.2	45.8	36.6	2.6	3.9	2.0	0.0	0.0	0.0	0.0	2.0	5	93.6	5	267	
OSLO (GARDERMOEN)	SCANDINAVIAN AIRLINES IRELAND LTD	S	131	0	0	1.5	47.3	40.5	5.3	1.5	3.1	0.8	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>497</b>	<b>0</b>	<b>5</b>	<b>9.6</b>	<b>45.4</b>	<b>32.1</b>	<b>5.0</b>	<b>4.4</b>	<b>2.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>91.8</b>	<b>6</b>	<b>497</b>	
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	86.2	5	58	
STAVANGER	SAS	S	98	0	0	7.1	58.2	20.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	97.0	2	100	
<b>TOTAL STAVANGER</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>58.2</b>	<b>20.4</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>0.0</b>	<b>5</b>	<b>93.0</b>	<b>3</b>	<b>158</b>	
<b>TOTAL NORWAY</b>			<b>595</b>	<b>0</b>	<b>5</b>	<b>9.2</b>	<b>47.5</b>	<b>30.2</b>	<b>5.3</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>0.8</b>	<b>6</b>	<b>90.7</b>	<b>6</b>	<b>717</b>	
<b>OMAN</b>																					
MUSCAT	BRITISH AIRWAYS PLC	S	31	0	0	16.1	35.5	38.7	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	88.4	9	43	
MUSCAT	OMAN AIR	S	124	0	0	4.0	32.3	42.7	13.7	6.5	0.8	0.0	0.0	0.0	0.0	0.0	9	77.4	10	124	
<b>TOTAL MUSCAT</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>32.9</b>	<b>41.9</b>	<b>12.3</b>	<b>5.2</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>8</b>	<b>80.2</b>	<b>10</b>	<b>167</b>	
<b>TOTAL OMAN</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>32.9</b>	<b>41.9</b>	<b>12.3</b>	<b>5.2</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>8</b>	<b>80.2</b>	<b>10</b>	<b>167</b>	
<b>PAKISTAN</b>																					
ISLAMABAD	PAKISTAN INTL AIRLINES	S	41	0	0	9.8	22.0	39.0	2.4	9.8	14.6	2.4	0.0	0.0	0.0	0.0	23	48.7	58	39	
<b>TOTAL ISLAMABAD</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>22.0</b>	<b>39.0</b>	<b>2.4</b>	<b>9.8</b>	<b>14.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>48.7</b>	<b>58</b>	<b>39</b>	
KARACHI	PAKISTAN INTL AIRLINES	S	14	0	0	0.0	7.1	7.1	14.3	42.9	28.6	0.0	0.0	0.0	0.0	0.0	47	43.8	27	16	
<b>TOTAL KARACHI</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>7.1</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>47</b>	<b>43.8</b>	<b>27</b>	<b>16</b>	
LAHORE	PAKISTAN INTL AIRLINES	S	27	0	0	7.4	37.0	25.9	11.1	18.5	0.0	0.0	0.0	0.0	0.0	0.0	12	64.5	33	31	
<b>TOTAL LAHORE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>37.0</b>	<b>25.9</b>	<b>11.1</b>	<b>18.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.5</b>	<b>33</b>	<b>31</b>	
<b>TOTAL PAKISTAN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>24.4</b>	<b>29.3</b>	<b>7.3</b>	<b>18.3</b>	<b>12.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>53.5</b>	<b>43</b>	<b>86</b>	
<b>PHILIPPINES</b>																					
MANILA	PHILIPPINE AIRLINES	S	60	0	2	27.4	30.6	35.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	3.2	4	31.0	28	58	
<b>TOTAL MANILA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>27.4</b>	<b>30.6</b>	<b>35.5</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>0.0</b>	<b>3.2</b>	<b>4</b>	<b>31.0</b>	<b>28</b>	<b>58</b>	
<b>TOTAL PHILIPPINES</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>27.4</b>	<b>30.6</b>	<b>35.5</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>0.0</b>	<b>3.2</b>	<b>4</b>	<b>31.0</b>	<b>28</b>	<b>58</b>	
<b>POLAND</b>																					
KRAKOW	BRITISH AIRWAYS PLC	S	68	0	0	7.4	29.4	39.7	10.3	8.8	4.4	0.0	0.0	0.0	0.0	0.0	12	85.0	7	60	
<b>TOTAL KRAKOW</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>29.4</b>	<b>39.7</b>	<b>10.3</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>85.0</b>	<b>7</b>	<b>60</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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
WARSAW (CHOPIN)	BRITISH AIRWAYS PLC	S	158	0	0	12.7	31.0	31.6	12.7	10.1	1.9	0.0	0.0	0.0	0.0	0.0	10	78.7	9	122
WARSAW (CHOPIN)	LOT-POLISH AIRLINES	S	186	0	0	15.6	29.0	34.4	7.0	5.9	8.1	0.0	0.0	0.0	0.0	0.0	13	77.8	11	185
<b>TOTAL WARSAW (CHOPIN)</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>14.2</b>	<b>29.9</b>	<b>33.1</b>	<b>9.6</b>	<b>7.8</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>12</b>	<b>78.2</b>	<b>10</b>	<b>307</b>
<b>TOTAL POLAND</b>			<b>412</b>	<b>0</b>	<b>0</b>	<b>13.1</b>	<b>29.9</b>	<b>34.2</b>	<b>9.7</b>	<b>8.0</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>12</b>	<b>79.3</b>	<b>10</b>	<b>367</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	BRITISH AIRWAYS PLC	S	36	0	0	2.8	36.1	47.2	11.1	2.8	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	13	14
<b>TOTAL FARO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>36.1</b>	<b>47.2</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>85.7</b>	<b>13</b>	<b>14</b>
LISBON	AIR PORTUGAL	S	388	0	2	0.3	20.5	40.5	15.6	15.6	6.2	0.5	0.3	0.0	0.0	0.5	19	73.4	14	384
LISBON	BRITISH AIRWAYS PLC	S	186	0	0	0.5	30.6	52.2	8.6	2.2	5.9	0.0	0.0	0.0	0.0	0.0	11	83.0	10	182
<b>TOTAL LISBON</b>			<b>574</b>	<b>0</b>	<b>2</b>	<b>0.3</b>	<b>23.8</b>	<b>44.3</b>	<b>13.4</b>	<b>11.3</b>	<b>6.1</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>17</b>	<b>76.5</b>	<b>13</b>	<b>566</b>
<b>TOTAL PORTUGAL</b>			<b>610</b>	<b>0</b>	<b>2</b>	<b>0.5</b>	<b>24.5</b>	<b>44.4</b>	<b>13.2</b>	<b>10.8</b>	<b>5.7</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>76.7</b>	<b>13</b>	<b>580</b>
<b>QATAR</b>																				
DOHA HAMAD	BRITISH AIRWAYS PLC	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.5	10	58
DOHA HAMAD	QATAR AIRWAYS	S	372	0	0	34.7	29.0	24.7	4.8	4.3	2.2	0.3	0.0	0.0	0.0	0.0	6	85.4	7	371
<b>TOTAL DOHA HAMAD</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>34.7</b>	<b>29.0</b>	<b>24.7</b>	<b>4.8</b>	<b>4.3</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.3</b>	<b>7</b>	<b>429</b>
<b>TOTAL QATAR</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>34.7</b>	<b>29.0</b>	<b>24.7</b>	<b>4.8</b>	<b>4.3</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>85.3</b>	<b>7</b>	<b>429</b>
<b>REPUBLIC OF KOREA</b>																				
SEOUL (INCHEON)	ASIANA AIRLINES	S	62	0	0	9.7	35.5	43.5	6.5	1.6	1.6	1.6	0.0	0.0	0.0	0.0	8	54.8	24	62
SEOUL (INCHEON)	BRITISH AIRWAYS PLC	S	62	0	0	9.7	32.3	43.5	6.5	3.2	4.8	0.0	0.0	0.0	0.0	0.0	11	81.7	17	60
SEOUL (INCHEON)	KOREAN AIR	S	62	0	0	9.7	30.6	37.1	12.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	11	71.0	12	62
<b>TOTAL SEOUL (INCHEON)</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>32.8</b>	<b>41.4</b>	<b>8.6</b>	<b>2.7</b>	<b>4.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.0</b>	<b>18</b>	<b>184</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>32.8</b>	<b>41.4</b>	<b>8.6</b>	<b>2.7</b>	<b>4.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.0</b>	<b>18</b>	<b>184</b>
<b>REPUBLIC OF SERBIA</b>																				
BELGRADE	AIR SERBIA	S	78	0	0	3.8	30.8	24.4	25.6	7.7	6.4	1.3	0.0	0.0	0.0	0.0	19	76.9	13	78
<b>TOTAL BELGRADE</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>24.4</b>	<b>25.6</b>	<b>7.7</b>	<b>6.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.9</b>	<b>13</b>	<b>78</b>
<b>TOTAL REPUBLIC OF</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>30.8</b>	<b>24.4</b>	<b>25.6</b>	<b>7.7</b>	<b>6.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>76.9</b>	<b>13</b>	<b>78</b>
<b>REPUBLIC OF SOUTH</b>																				
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	0	22.6	30.6	29.0	6.5	9.7	1.6	0.0	0.0	0.0	0.0	0.0	9	86.7	7	60
<b>TOTAL CAPE TOWN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>30.6</b>	<b>29.0</b>	<b>6.5</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>86.7</b>	<b>7</b>	<b>60</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	6.5	41.9	28.2	7.3	4.0	7.3	3.2	0.8	0.8	0.0	0.0	27	85.2	7	122
JOHANNESBURG	SOUTH AFRICAN AIRWAYS	S	62	0	0	0.0	30.6	38.7	19.4	9.7	1.6	0.0	0.0	0.0	0.0	0.0	12	94.8	4	116
JOHANNESBURG	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	4.8	53.2	25.8	8.1	6.5	1.6	0.0	0.0	0.0	0.0	0.0	7	82.3	10	62
<b>TOTAL JOHANNESBURG</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>41.9</b>	<b>30.2</b>	<b>10.5</b>	<b>6.0</b>	<b>4.4</b>	<b>1.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.3</b>	<b>7</b>	<b>300</b>
<b>TOTAL REPUBLIC OF</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>39.7</b>	<b>30.0</b>	<b>9.7</b>	<b>6.8</b>	<b>3.9</b>	<b>1.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>88.1</b>	<b>7</b>	<b>360</b>
<b>ROMANIA</b>																				
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	124	0	0	16.1	25.8	37.9	10.5	4.0	5.6	0.0	0.0	0.0	0.0	0.0	11	81.6	10	125
BUCHAREST (OTOPENI)	TAROM	S	60	0	0	15.0	26.7	35.0	13.3	8.3	1.7	0.0	0.0	0.0	0.0	0.0	10	64.5	16	62

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 BUCHAREST (OTOPENI)</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>26.1</b>	<b>37.0</b>	<b>11.4</b>	<b>5.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.9</b>	<b>12</b>	<b>187</b>	
<b>TOTAL ROMANIA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>26.1</b>	<b>37.0</b>	<b>11.4</b>	<b>5.4</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>75.9</b>	<b>12</b>	<b>187</b>	
<b>RUSSIA</b>																				
<b>MOSCOW (DOMODEDOVO)</b>	BRITISH AIRWAYS PLC	S	177	0	0	37.3	32.2	24.9	3.4	0.6	1.7	0.0	0.0	0.0	0.0	4	92.7	7	179	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>37.3</b>	<b>32.2</b>	<b>24.9</b>	<b>3.4</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>92.7</b>	<b>7</b>	<b>179</b>	
<b>MOSCOW (SHEREMETYEVO)</b>	AEROFLOT	S	294	0	0	20.1	47.6	24.8	4.8	2.7	0.0	0.0	0.0	0.0	0.0	3	87.1	6	232	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>294</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>47.6</b>	<b>24.8</b>	<b>4.8</b>	<b>2.7</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>87.1</b>	<b>6</b>	<b>232</b>	
<b>ST PETERSBURG</b>	BRITISH AIRWAYS PLC	S	62	0	0	25.8	38.7	24.2	9.7	1.6	0.0	0.0	0.0	0.0	0.0	3	75.8	36	62	
<b>TOTAL ST PETERSBURG</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>38.7</b>	<b>24.2</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>3</b>	<b>75.8</b>	<b>36</b>	<b>62</b>	
<b>TOTAL RUSSIA</b>			<b>533</b>	<b>0</b>	<b>0</b>	<b>26.5</b>	<b>41.5</b>	<b>24.8</b>	<b>4.9</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>87.7</b>	<b>10</b>	<b>473</b>	
<b>SAUDI ARABIA</b>																				
<b>JEDDAH</b>	BRITISH AIRWAYS PLC	S	58	0	0	13.8	31.0	41.4	12.1	0.0	1.7	0.0	0.0	0.0	0.0	6	81.5	12	54	
<b>JEDDAH</b>	SAUDI ARABIAN AIRLINES	S	62	0	0	3.2	41.9	33.9	9.7	8.1	0.0	3.2	0.0	0.0	0.0	13	79.0	11	62	
<b>TOTAL JEDDAH</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>36.7</b>	<b>37.5</b>	<b>10.8</b>	<b>4.2</b>	<b>0.8</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.2</b>	<b>12</b>	<b>116</b>	
<b>RIYADH</b>	BRITISH AIRWAYS PLC	S	62	0	0	4.8	17.7	45.2	19.4	6.5	3.2	0.0	1.6	1.6	0.0	47	88.3	14	60	
<b>RIYADH</b>	SAUDI ARABIAN AIRLINES	S	62	0	0	3.2	27.4	37.1	12.9	6.5	9.7	1.6	1.6	0.0	0.0	23	62.9	15	62	
<b>TOTAL RIYADH</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>22.6</b>	<b>41.1</b>	<b>16.1</b>	<b>6.5</b>	<b>6.5</b>	<b>0.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>35</b>	<b>75.4</b>	<b>15</b>	<b>122</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>29.5</b>	<b>39.3</b>	<b>13.5</b>	<b>5.3</b>	<b>3.7</b>	<b>1.2</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>23</b>	<b>77.7</b>	<b>13</b>	<b>238</b>	
<b>SEYCHELLES</b>																				
<b>SEYCHELLES</b>	BRITISH AIRWAYS PLC	S	18	0	0	0.0	27.8	38.9	11.1	11.1	11.1	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SINGAPORE</b>																				
<b>SINGAPORE</b>	BRITISH AIRWAYS PLC	S	62	0	0	21.0	32.3	24.2	8.1	6.5	4.8	0.0	3.2	0.0	0.0	17	90.0	8	60	
<b>SINGAPORE</b>	SINGAPORE AIRLINES	S	248	0	0	6.0	34.7	42.7	10.1	4.0	2.0	0.0	0.4	0.0	0.0	9	74.6	11	232	
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>34.2</b>	<b>39.0</b>	<b>9.7</b>	<b>4.5</b>	<b>2.6</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.7</b>	<b>11</b>	<b>292</b>	
<b>TOTAL SINGAPORE</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>34.2</b>	<b>39.0</b>	<b>9.7</b>	<b>4.5</b>	<b>2.6</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>77.7</b>	<b>11</b>	<b>292</b>	
<b>SPAIN</b>																				
<b>A CORUNA</b>	VUELING AIRLINES	S	60	0	2	0.0	33.9	35.5	14.5	8.1	3.2	1.6	0.0	0.0	3.2	15	93.3	7	60	
<b>TOTAL A CORUNA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.9</b>	<b>35.5</b>	<b>14.5</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>15</b>	<b>93.3</b>	<b>7</b>	<b>60</b>	
<b>ALMERIA</b>	BRITISH AIRWAYS PLC	S	18	0	0	0.0	22.2	38.9	16.7	22.2	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>38.9</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>ASTURIAS</b>	BRITISH AIRWAYS PLC	S	13	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	13	
<b>ASTURIAS</b>	IBERIA	S	13	0	0	0.0	61.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	5	14	
<b>TOTAL ASTURIAS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>69.2</b>	<b>26.9</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>2</b>	<b>96.3</b>	<b>4</b>	<b>27</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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
BARCELONA	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	11	2
BARCELONA	BRITISH AIRWAYS PLC	S	444	0	8	2.0	35.8	37.2	10.6	7.5	3.5	1.3	0.2	0.0	0.0	1.8	13	80.4	9	474
BARCELONA	VUELING AIRLINES	S	34	0	2	0.0	5.6	41.7	8.3	16.7	11.1	11.1	0.0	0.0	0.0	5.6	41	0.0	0	0
<b>TOTAL BARCELONA</b>			<b>478</b>	<b>0</b>	<b>10</b>	<b>1.8</b>	<b>33.6</b>	<b>37.5</b>	<b>10.5</b>	<b>8.2</b>	<b>4.1</b>	<b>2.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>15</b>	<b>80.3</b>	<b>9</b>	<b>476</b>
BILBAO	BRITISH AIRWAYS PLC	S	118	0	0	11.9	47.5	26.3	7.6	3.4	2.5	0.8	0.0	0.0	0.0	0.0	8	87.5	10	120
<b>TOTAL BILBAO</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>47.5</b>	<b>26.3</b>	<b>7.6</b>	<b>3.4</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>87.5</b>	<b>10</b>	<b>120</b>
IBIZA	BRITISH AIRWAYS PLC	S	36	0	0	0.0	41.7	36.1	5.6	13.9	0.0	0.0	2.8	0.0	0.0	0.0	14	72.7	21	22
<b>TOTAL IBIZA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>36.1</b>	<b>5.6</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>72.7</b>	<b>21</b>	<b>22</b>
MADRID	BRITISH AIRWAYS PLC	S	300	0	9	5.2	32.7	40.5	11.0	3.6	3.6	0.3	0.3	0.0	0.0	2.9	11	79.0	12	300
MADRID	IBERIA	S	482	0	3	3.7	36.5	40.4	9.9	6.8	1.6	0.4	0.0	0.0	0.0	0.6	9	83.8	9	476
<b>TOTAL MADRID</b>			<b>782</b>	<b>0</b>	<b>12</b>	<b>4.3</b>	<b>35.0</b>	<b>40.4</b>	<b>10.3</b>	<b>5.5</b>	<b>2.4</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>10</b>	<b>82.0</b>	<b>10</b>	<b>776</b>
MAHON	BRITISH AIRWAYS PLC	S	18	0	0	5.6	61.1	11.1	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	88.2	6	34
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>88.2</b>	<b>6</b>	<b>34</b>
MALAGA	BRITISH AIRWAYS PLC	S	68	0	2	0.0	21.4	41.4	15.7	8.6	10.0	0.0	0.0	0.0	0.0	2.9	19	70.6	29	17
<b>TOTAL MALAGA</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.4</b>	<b>41.4</b>	<b>15.7</b>	<b>8.6</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>19</b>	<b>70.6</b>	<b>29</b>	<b>17</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	S	18	0	0	11.1	22.2	27.8	5.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	68.8	12	16
<b>TOTAL MURCIA SAN JAVIER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>27.8</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>22</b>	<b>68.8</b>	<b>12</b>	<b>16</b>
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	116	0	0	0.9	31.0	41.4	10.3	10.3	4.3	1.7	0.0	0.0	0.0	0.0	15	73.4	13	64
<b>TOTAL PALMA DE MALLORCA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>31.0</b>	<b>41.4</b>	<b>10.3</b>	<b>10.3</b>	<b>4.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>73.4</b>	<b>13</b>	<b>64</b>
<b>TOTAL SPAIN</b>			<b>1738</b>	<b>0</b>	<b>26</b>	<b>3.5</b>	<b>35.3</b>	<b>37.9</b>	<b>10.4</b>	<b>7.1</b>	<b>3.3</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>81.9</b>	<b>10</b>	<b>1612</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
LAS PALMAS	BRITISH AIRWAYS PLC	S	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	3	13
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	84.6	4	13
<b>TOTAL LAS PALMAS</b>			<b>8</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>88.5</b>	<b>4</b>	<b>26</b>
TENERIFE (SURREINA SOFIA)	BRITISH AIRWAYS PLC	S	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>50.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1</b>	<b>88.5</b>	<b>4</b>	<b>26</b>
<b>SRI LANKA</b>																				
COLOMBO	SRILANKAN AIRLINES	S	62	0	0	6.5	41.9	24.2	9.7	4.8	9.7	0.0	3.2	0.0	0.0	0.0	20	88.7	5	62
<b>TOTAL COLOMBO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>41.9</b>	<b>24.2</b>	<b>9.7</b>	<b>4.8</b>	<b>9.7</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>88.7</b>	<b>5</b>	<b>62</b>
<b>TOTAL SRI LANKA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>41.9</b>	<b>24.2</b>	<b>9.7</b>	<b>4.8</b>	<b>9.7</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>88.7</b>	<b>5</b>	<b>62</b>
<b>SWEDEN</b>																				
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	162	0	2	15.2	46.3	26.8	6.1	1.8	1.8	0.6	0.0	0.0	0.0	1.2	6	91.1	6	157
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>162</b>	<b>0</b>	<b>2</b>	<b>15.2</b>	<b>46.3</b>	<b>26.8</b>	<b>6.1</b>	<b>1.8</b>	<b>1.8</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>91.1</b>	<b>6</b>	<b>157</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	339	0	0	14.7	41.6	29.5	5.6	4.7	2.9	0.9	0.0	0.0	0.0	0.0	9	85.7	9	336

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
STOCKHOLM (ARLANDA)	SAS	S	222	0	10	2.2	39.2	31.9	7.3	7.3	6.0	1.3	0.0	0.4	0.0	4.3	16	83.0	7	347	
STOCKHOLM (ARLANDA)	SCANDINAVIAN AIRLINES IRELAND LTD	S	123	0	0	0.8	38.2	39.8	11.4	7.3	0.8	0.0	1.6	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>684</b>	<b>0</b>	<b>10</b>	<b>8.1</b>	<b>40.2</b>	<b>32.1</b>	<b>7.2</b>	<b>6.1</b>	<b>3.6</b>	<b>0.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>84.3</b>	<b>8</b>	<b>683</b>	
<b>TOTAL SWEDEN</b>			<b>846</b>	<b>0</b>	<b>12</b>	<b>9.4</b>	<b>41.4</b>	<b>31.1</b>	<b>7.0</b>	<b>5.2</b>	<b>3.3</b>	<b>0.8</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>85.6</b>	<b>8</b>	<b>840</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	BRITISH AIRWAYS PLC	S	214	0	10	8.9	48.7	25.4	6.3	4.0	2.2	0.0	0.0	0.0	0.0	4.5	6	84.5	9	219	
<b>TOTAL BALE MULHOUSE</b>			<b>214</b>	<b>0</b>	<b>10</b>	<b>8.9</b>	<b>48.7</b>	<b>25.4</b>	<b>6.3</b>	<b>4.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>6</b>	<b>84.5</b>	<b>9</b>	<b>219</b>	
GENEVA	BRITISH AIRWAYS PLC	S	450	0	10	7.4	42.0	33.9	7.2	5.0	2.4	0.0	0.0	0.0	0.0	2.2	8	86.8	9	478	
GENEVA	SWISS AIRLINES	S	299	0	3	2.3	22.8	46.4	10.6	8.9	6.6	1.0	0.3	0.0	0.0	1.0	17	75.6	11	299	
<b>TOTAL GENEVA</b>			<b>749</b>	<b>0</b>	<b>13</b>	<b>5.4</b>	<b>34.4</b>	<b>38.8</b>	<b>8.5</b>	<b>6.6</b>	<b>4.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>11</b>	<b>82.5</b>	<b>10</b>	<b>777</b>	
ZURICH	BRITISH AIRWAYS PLC	S	337	0	13	6.6	40.6	32.3	10.3	2.9	3.1	0.3	0.0	0.3	0.0	3.7	12	82.7	10	346	
ZURICH	SWISS AIRLINES	S	429	0	5	3.9	25.1	43.1	14.7	8.8	2.8	0.5	0.0	0.0	0.0	1.2	13	78.7	9	432	
<b>TOTAL ZURICH</b>			<b>766</b>	<b>0</b>	<b>18</b>	<b>5.1</b>	<b>32.0</b>	<b>38.3</b>	<b>12.8</b>	<b>6.1</b>	<b>2.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>2.3</b>	<b>13</b>	<b>80.5</b>	<b>10</b>	<b>778</b>	
<b>TOTAL SWITZERLAND</b>			<b>1729</b>	<b>0</b>	<b>41</b>	<b>5.7</b>	<b>35.1</b>	<b>36.9</b>	<b>10.1</b>	<b>6.0</b>	<b>3.3</b>	<b>0.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>2.3</b>	<b>11</b>	<b>81.8</b>	<b>10</b>	<b>1774</b>	
<b>TAIWAN</b>																					
TAIPEI	EVA AIR	S	62	0	0	16.1	25.8	32.3	12.9	8.1	4.8	0.0	0.0	0.0	0.0	0.0	13	73.2	10	56	
<b>TOTAL TAIPEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>25.8</b>	<b>32.3</b>	<b>12.9</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>13</b>	<b>73.2</b>	<b>10</b>	<b>56</b>	
<b>TOTAL TAIWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>25.8</b>	<b>32.3</b>	<b>12.9</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>13</b>	<b>73.2</b>	<b>10</b>	<b>56</b>	
<b>THAILAND</b>																					
BANGKOK SUVARNABHUMI	BRITISH AIRWAYS PLC	S	62	0	0	19.4	25.8	35.5	8.1	6.5	3.2	0.0	1.6	0.0	0.0	0.0	13	68.3	18	60	
BANGKOK SUVARNABHUMI	THAI AIRWAYS INTERNATIONAL	S	112	0	0	7.1	24.1	38.4	22.3	5.4	1.8	0.9	0.0	0.0	0.0	0.0	12	62.1	16	124	
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>24.7</b>	<b>37.4</b>	<b>17.2</b>	<b>5.7</b>	<b>2.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.1</b>	<b>17</b>	<b>184</b>	
<b>TOTAL THAILAND</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>24.7</b>	<b>37.4</b>	<b>17.2</b>	<b>5.7</b>	<b>2.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.1</b>	<b>17</b>	<b>184</b>	
<b>TUNISIA</b>																					
TUNIS	TUNISAIR	S	34	0	0	2.9	8.8	32.4	14.7	14.7	20.6	5.9	0.0	0.0	0.0	0.0	43	50.0	41	32	
<b>TOTAL TUNIS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>8.8</b>	<b>32.4</b>	<b>14.7</b>	<b>14.7</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>50.0</b>	<b>41</b>	<b>32</b>	
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>8.8</b>	<b>32.4</b>	<b>14.7</b>	<b>14.7</b>	<b>20.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>50.0</b>	<b>41</b>	<b>32</b>	
<b>TURKEY</b>																					
ISTANBUL	BRITISH AIRWAYS PLC	S	114	0	0	14.9	24.6	36.0	11.4	7.9	1.8	3.5	0.0	0.0	0.0	0.0	15	87.0	7	123	
ISTANBUL	THY TURKISH AIRLINES	S	334	0	0	6.0	31.7	40.7	13.2	6.0	1.8	0.6	0.0	0.0	0.0	0.0	10	79.8	9	336	
<b>TOTAL ISTANBUL</b>			<b>448</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>29.9</b>	<b>39.5</b>	<b>12.7</b>	<b>6.5</b>	<b>1.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.7</b>	<b>8</b>	<b>459</b>	
<b>TOTAL TURKEY</b>			<b>448</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>29.9</b>	<b>39.5</b>	<b>12.7</b>	<b>6.5</b>	<b>1.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.7</b>	<b>8</b>	<b>459</b>	
<b>TURKMENISTAN</b>																					
ASHKHABAD	TURKMENISTAN AIRLINES	S	8	0	0	0.0	12.5	25.0	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	90.0	6	10	
<b>TOTAL ASHKHABAD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>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>24</b>	<b>90.0</b>	<b>6</b>	<b>10</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 TURKMENISTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>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>24</b>	<b>90.0</b>	<b>6</b>	<b>10</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	61	0	1	12.9	32.3	33.9	8.1	3.2	8.1	0.0	0.0	0.0	0.0	1.6	12	87.1	14	62	
KIEV (BORISPOL)	ETHIOPIAN AIRLINES	C	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
KIEV (BORISPOL)	SOUTH AFRICAN AIRWAYS	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	48	0.0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>12.3</b>	<b>30.8</b>	<b>33.8</b>	<b>7.7</b>	<b>3.1</b>	<b>9.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>13</b>	<b>87.1</b>	<b>14</b>	<b>62</b>	
<b>TOTAL UKRAINE</b>			<b>63</b>	<b>0</b>	<b>2</b>	<b>12.3</b>	<b>30.8</b>	<b>33.8</b>	<b>7.7</b>	<b>3.1</b>	<b>9.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>13</b>	<b>87.1</b>	<b>14</b>	<b>62</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	BRITISH AIRWAYS PLC	S	50	0	0	4.0	44.0	38.0	2.0	4.0	8.0	0.0	0.0	0.0	0.0	0.0	12	94.8	4	58	
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	186	0	0	22.6	26.9	31.7	7.0	7.5	3.2	0.0	0.0	1.1	0.0	0.0	15	90.9	4	186	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>18.6</b>	<b>30.5</b>	<b>33.1</b>	<b>5.9</b>	<b>6.8</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>91.8</b>	<b>4</b>	<b>244</b>	
DUBAI	BRITISH AIRWAYS PLC	S	144	0	0	18.8	26.4	41.0	9.0	2.8	2.1	0.0	0.0	0.0	0.0	0.0	7	92.4	7	157	
DUBAI	EMIRATES	S	329	0	0	8.2	36.8	36.8	10.9	5.2	2.1	0.0	0.0	0.0	0.0	0.0	9	70.8	13	370	
DUBAI	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	2	33.3	33.3	19.0	4.8	4.8	1.6	0.0	0.0	0.0	0.0	3.2	5	82.5	9	57	
<b>TOTAL DUBAI</b>			<b>534</b>	<b>0</b>	<b>2</b>	<b>14.0</b>	<b>33.6</b>	<b>35.8</b>	<b>9.7</b>	<b>4.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>8</b>	<b>77.7</b>	<b>11</b>	<b>584</b>	
<b>TOTAL UNITED ARAB</b>			<b>770</b>	<b>0</b>	<b>2</b>	<b>15.4</b>	<b>32.6</b>	<b>35.0</b>	<b>8.5</b>	<b>5.2</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>81.9</b>	<b>9</b>	<b>828</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	BRITISH AIRWAYS PLC	S	390	0	4	10.2	49.7	30.2	3.8	2.5	2.0	0.0	0.5	0.0	0.0	1.0	6	88.1	6	436	
ABERDEEN	FLYBE LTD	S	170	0	0	9.4	49.4	30.0	5.9	1.8	3.5	0.0	0.0	0.0	0.0	0.0	7	91.4	6	162	
<b>TOTAL ABERDEEN</b>			<b>560</b>	<b>0</b>	<b>4</b>	<b>9.9</b>	<b>49.6</b>	<b>30.1</b>	<b>4.4</b>	<b>2.3</b>	<b>2.5</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>7</b>	<b>89.0</b>	<b>6</b>	<b>598</b>	
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	186	0	0	21.0	52.7	19.4	3.8	1.1	2.2	0.0	0.0	0.0	0.0	0.0	5	96.7	2	184	
BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	267	0	3	13.7	49.6	25.2	4.4	3.7	2.2	0.0	0.0	0.0	0.0	1.1	6	92.8	6	279	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>453</b>	<b>0</b>	<b>3</b>	<b>16.7</b>	<b>50.9</b>	<b>22.8</b>	<b>4.2</b>	<b>2.6</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>5</b>	<b>94.4</b>	<b>4</b>	<b>463</b>	
EDINBURGH	BRITISH AIRWAYS PLC	S	621	0	13	7.9	41.2	31.1	9.6	5.7	1.6	0.5	0.5	0.0	0.0	2.1	9	84.5	9	664	
EDINBURGH	FLYBE LTD	S	240	0	0	0.8	49.2	36.7	4.2	5.0	3.8	0.0	0.4	0.0	0.0	0.0	9	92.4	5	224	
<b>TOTAL EDINBURGH</b>			<b>861</b>	<b>0</b>	<b>13</b>	<b>5.9</b>	<b>43.4</b>	<b>32.6</b>	<b>8.1</b>	<b>5.5</b>	<b>2.2</b>	<b>0.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>9</b>	<b>86.5</b>	<b>8</b>	<b>888</b>	
GATWICK	EMIRATES	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 GATWICK</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	BRITISH AIRWAYS PLC	S	570	0	2	10.7	42.3	32.5	7.2	3.0	3.7	0.3	0.0	0.0	0.0	0.3	8	85.8	10	578	
<b>TOTAL GLASGOW</b>			<b>570</b>	<b>0</b>	<b>2</b>	<b>10.7</b>	<b>42.3</b>	<b>32.5</b>	<b>7.2</b>	<b>3.0</b>	<b>3.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>8</b>	<b>85.8</b>	<b>10</b>	<b>578</b>	
INVERNESS	BRITISH AIRWAYS PLC	S	88	0	0	15.9	40.9	31.8	8.0	2.3	1.1	0.0	0.0	0.0	0.0	0.0	6	88.3	12	60	
<b>TOTAL INVERNESS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>40.9</b>	<b>31.8</b>	<b>8.0</b>	<b>2.3</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>6</b>	<b>88.3</b>	<b>12</b>	<b>60</b>	
LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	86	0	0	15.1	59.3	22.1	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.1	7	163	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 LEEDS BRADFORD</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>15.1</b>	<b>59.3</b>	<b>22.1</b>	<b>3.5</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>2</b>	<b>87.1</b>	<b>7</b>	<b>163</b>	
MANCHESTER	BRITISH AIRWAYS PLC	S	457	0	5	11.3	43.7	29.9	8.0	3.9	1.7	0.4	0.0	0.0	1.1	7	85.7	9	455	
<b>TOTAL MANCHESTER</b>			<b>457</b>	<b>0</b>	<b>5</b>	<b>11.3</b>	<b>43.7</b>	<b>29.9</b>	<b>8.0</b>	<b>3.9</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>85.7</b>	<b>9</b>	<b>455</b>	
NEWCASTLE	BRITISH AIRWAYS PLC	S	336	0	6	9.4	55.8	20.8	6.7	2.9	2.3	0.0	0.3	0.0	1.8	7	88.9	7	314	
<b>TOTAL NEWCASTLE</b>			<b>336</b>	<b>0</b>	<b>6</b>	<b>9.4</b>	<b>55.8</b>	<b>20.8</b>	<b>6.7</b>	<b>2.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.8</b>	<b>7</b>	<b>88.9</b>	<b>7</b>	<b>314</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>3412</b>	<b>0</b>	<b>33</b>	<b>10.3</b>	<b>46.9</b>	<b>29.1</b>	<b>6.6</b>	<b>3.5</b>	<b>2.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>88.0</b>	<b>8</b>	<b>3519</b>	
<b>USA</b>																				
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	6.5	12.9	38.7	21.0	16.1	4.8	0.0	0.0	0.0	0.0	19	68.3	14	60	
ATLANTA	DELTA AIRLINES	S	124	0	0	16.1	38.7	26.6	7.3	7.3	3.2	0.8	0.0	0.0	0.0	9	81.1	9	74	
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	14.5	43.5	22.6	8.1	3.2	4.8	1.6	1.6	0.0	0.0	14	69.6	16	79	
<b>TOTAL ATLANTA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>33.5</b>	<b>28.6</b>	<b>10.9</b>	<b>8.5</b>	<b>4.0</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>73.2</b>	<b>13</b>	<b>213</b>	
AUSTIN (BERGSTROM)	BRITISH AIRWAYS PLC	S	62	0	0	9.7	25.8	38.7	8.1	8.1	8.1	1.6	0.0	0.0	0.0	18	91.7	4	60	
<b>TOTAL AUSTIN (BERGSTROM)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>25.8</b>	<b>38.7</b>	<b>8.1</b>	<b>8.1</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>91.7</b>	<b>4</b>	<b>60</b>	
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	22.6	19.4	35.5	4.8	6.5	4.8	6.5	0.0	0.0	0.0	21	73.3	17	60	
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>19.4</b>	<b>35.5</b>	<b>4.8</b>	<b>6.5</b>	<b>4.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>73.3</b>	<b>17</b>	<b>60</b>	
BOSTON	BRITISH AIRWAYS PLC	S	248	0	0	19.0	28.2	31.5	7.7	7.7	4.8	0.4	0.8	0.0	0.0	13	74.0	20	215	
BOSTON	DELTA AIRLINES	S	62	0	0	17.7	53.2	9.7	6.5	1.6	6.5	1.6	1.6	1.6	0.0	23	79.6	7	54	
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	32.3	24.2	32.3	8.1	0.0	1.6	1.6	0.0	0.0	0.0	7	62.9	24	62	
<b>TOTAL BOSTON</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>31.7</b>	<b>28.0</b>	<b>7.5</b>	<b>5.4</b>	<b>4.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>14</b>	<b>72.8</b>	<b>18</b>	<b>331</b>	
CHARLOTTE	AMERICAN AIRLINES	S	122	0	1	22.8	47.2	17.1	4.9	3.3	3.3	0.0	0.8	0.0	0.8	9	76.8	27	125	
<b>TOTAL CHARLOTTE</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>22.8</b>	<b>47.2</b>	<b>17.1</b>	<b>4.9</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>76.8</b>	<b>27</b>	<b>125</b>	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	243	0	5	24.6	39.9	17.3	4.4	3.6	4.8	2.0	0.8	0.4	2.0	14	79.4	11	248	
CHICAGO (O'HARE)	BRITISH AIRWAYS PLC	S	122	0	2	7.3	21.0	35.5	14.5	17.7	2.4	0.0	0.0	0.0	1.6	15	71.3	17	122	
CHICAGO (O'HARE)	UNITED AIRLINES	S	184	0	2	19.4	53.8	14.5	2.2	4.8	3.2	0.5	0.0	0.5	1.1	13	83.7	11	184	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>549</b>	<b>0</b>	<b>9</b>	<b>19.0</b>	<b>40.3</b>	<b>20.4</b>	<b>5.9</b>	<b>7.2</b>	<b>3.8</b>	<b>1.1</b>	<b>0.4</b>	<b>0.4</b>	<b>1.6</b>	<b>14</b>	<b>79.1</b>	<b>12</b>	<b>554</b>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	186	0	0	18.8	43.0	26.3	5.4	4.3	1.6	0.5	0.0	0.0	0.0	6	81.2	14	186	
DALLAS/FORT WORTH	BRITISH AIRWAYS PLC	S	62	0	0	16.1	25.8	38.7	12.9	3.2	3.2	0.0	0.0	0.0	0.0	10	61.3	23	62	
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	82.3	11	62	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>18.1</b>	<b>38.7</b>	<b>29.4</b>	<b>7.3</b>	<b>4.0</b>	<b>2.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.4</b>	<b>15</b>	<b>310</b>	
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	19.4	21.0	33.9	9.7	3.2	11.3	1.6	0.0	0.0	0.0	19	68.3	13	60	
DENVER INTERNATIONAL	UNITED AIRLINES	S	60	0	2	12.9	32.3	27.4	12.9	3.2	4.8	1.6	1.6	0.0	3.2	16	0.0	0	0	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>16.1</b>	<b>26.6</b>	<b>30.6</b>	<b>11.3</b>	<b>3.2</b>	<b>8.1</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>1.6</b>	<b>17</b>	<b>68.3</b>	<b>13</b>	<b>60</b>	
DETROIT	DELTA AIRLINES	S	86	0	0	16.3	41.9	29.1	5.8	3.5	2.3	1.2	0.0	0.0	0.0	8	86.1	5	115	
<b>TOTAL DETROIT</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>41.9</b>	<b>29.1</b>	<b>5.8</b>	<b>3.5</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.1</b>	<b>5</b>	<b>115</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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		
HOUSTON	BRITISH AIRWAYS PLC	S	124	0	0	15.3	35.5	34.7	10.5	2.4	0.8	0.8	0.0	0.0	0.0	7	73.0	22	122		
HOUSTON	UNITED AIRLINES	S	122	0	2	15.3	46.8	20.2	4.8	4.8	4.8	1.6	0.0	0.0	1.6	11	68.6	27	118		
<b>TOTAL HOUSTON</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>15.3</b>	<b>41.1</b>	<b>27.4</b>	<b>7.7</b>	<b>3.6</b>	<b>2.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>70.8</b>	<b>24</b>	<b>240</b>		
LAS VEGAS	BRITISH AIRWAYS PLC	S	89	0	0	20.2	19.1	20.2	18.0	10.1	6.7	2.2	2.2	1.1	0.0	27	62.1	19	95		
<b>TOTAL LAS VEGAS</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>20.2</b>	<b>19.1</b>	<b>20.2</b>	<b>18.0</b>	<b>10.1</b>	<b>6.7</b>	<b>2.2</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>27</b>	<b>62.1</b>	<b>19</b>	<b>95</b>		
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	124	0	0	32.3	41.1	19.4	4.0	0.0	1.6	0.8	0.0	0.8	0.0	8	83.1	8	124		
LOS ANGELES INTERNATIONAL	BRITISH AIRWAYS PLC	S	132	0	0	12.1	19.7	38.6	15.2	9.1	3.8	1.5	0.0	0.0	0.0	15	58.2	22	122		
LOS ANGELES INTERNATIONAL	UNITED AIRLINES	S	62	0	0	14.5	51.6	25.8	6.5	0.0	0.0	1.6	0.0	0.0	0.0	5	74.2	38	62		
LOS ANGELES INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	178	0	0	30.9	37.6	20.8	5.1	3.9	1.1	0.0	0.0	0.6	0.0	13	72.7	13	176		
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>496</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>35.5</b>	<b>25.8</b>	<b>7.7</b>	<b>3.8</b>	<b>1.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>11</b>	<b>71.9</b>	<b>17</b>	<b>484</b>		
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	124	0	0	13.7	40.3	25.8	6.5	7.3	4.0	0.8	1.6	0.0	0.0	13	63.7	27	124		
MIAMI INTERNATIONAL	BRITISH AIRWAYS PLC	S	123	0	0	8.1	28.5	39.0	10.6	9.8	4.1	0.0	0.0	0.0	0.0	12	75.0	13	120		
MIAMI INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	9.7	24.2	43.5	16.1	4.8	0.0	1.6	0.0	0.0	0.0	10	95.2	4	62		
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>309</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>32.4</b>	<b>34.6</b>	<b>10.0</b>	<b>7.8</b>	<b>3.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>74.5</b>	<b>17</b>	<b>306</b>		
MINNEAPOLIS-ST PAUL	DELTA AIRLINES	S	62	0	0	19.4	41.9	24.2	0.0	6.5	8.1	0.0	0.0	0.0	0.0	10	88.7	6	62		
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>41.9</b>	<b>24.2</b>	<b>0.0</b>	<b>6.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.7</b>	<b>6</b>	<b>62</b>		
NASHVILLE METROPOLITAN	BRITISH AIRWAYS PLC	S	40	0	0	0.0	45.0	40.0	12.5	2.5	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
<b>TOTAL NASHVILLE METROPOLITAN</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.0</b>	<b>40.0</b>	<b>12.5</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>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
NEW ORLEANS	BRITISH AIRWAYS PLC	S	44	0	0	2.3	25.0	38.6	13.6	4.5	13.6	2.3	0.0	0.0	0.0	20	48.5	24	33		
<b>TOTAL NEW ORLEANS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.0</b>	<b>38.6</b>	<b>13.6</b>	<b>4.5</b>	<b>13.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>48.5</b>	<b>24</b>	<b>33</b>		
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	248	0	0	28.2	47.2	15.7	3.6	1.6	3.2	0.0	0.4	0.0	0.0	6	82.5	12	246		
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	490	0	6	18.5	23.8	33.5	12.3	5.6	3.2	1.4	0.4	0.0	1.2	13	75.2	12	464		
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	124	0	0	13.7	45.2	17.7	12.9	4.8	5.6	0.0	0.0	0.0	0.0	10	70.5	19	183		
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	366	0	6	20.4	44.6	24.7	1.9	5.9	0.3	0.5	0.0	0.0	1.6	5	77.8	12	275		
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1228</b>	<b>0</b>	<b>12</b>	<b>20.6</b>	<b>36.9</b>	<b>25.7</b>	<b>7.5</b>	<b>4.8</b>	<b>2.6</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>9</b>	<b>76.6</b>	<b>13</b>	<b>1168</b>		
NEW YORK (NEWARK)	AIR INDIA	S	27	0	0	25.9	25.9	44.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	59.3	24	27		
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	124	0	0	4.0	33.9	34.7	12.9	8.9	2.4	2.4	0.8	0.0	0.0	15	72.5	14	120		
NEW YORK (NEWARK)	UNITED AIRLINES	S	307	0	3	12.9	44.2	21.6	5.5	6.8	5.8	1.6	0.6	0.0	1.0	14	80.9	15	371		
NEW YORK (NEWARK)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	29.0	30.6	29.0	1.6	6.5	1.6	1.6	0.0	0.0	0.0	9	79.0	9	62		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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 NEW YORK (NEWARK)</b>			<b>520</b>	<b>0</b>	<b>3</b>	<b>13.4</b>	<b>39.2</b>	<b>26.8</b>	<b>6.7</b>	<b>6.9</b>	<b>4.2</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>13</b>	<b>77.9</b>	<b>14</b>	<b>580</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	115	0	8	22.8	43.9	11.4	2.4	2.4	7.3	2.4	0.8	0.0	0.0	6.5	14	66.9	25	121
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	85	0	2	5.7	33.3	33.3	5.7	6.9	9.2	3.4	0.0	0.0	0.0	2.3	20	70.0	12	60
PHILADELPHIA INTERNATIONAL	DELTA AIRLINES	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	7	79.2	14	48
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>204</b>	<b>0</b>	<b>10</b>	<b>15.4</b>	<b>40.2</b>	<b>20.1</b>	<b>4.2</b>	<b>4.2</b>	<b>7.9</b>	<b>2.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.7</b>	<b>16</b>	<b>70.3</b>	<b>19</b>	<b>229</b>
PHOENIX	BRITISH AIRWAYS PLC	S	88	0	0	6.8	26.1	34.1	17.0	10.2	4.5	0.0	1.1	0.0	0.0	0.0	16	70.4	18	81
<b>TOTAL PHOENIX</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>26.1</b>	<b>34.1</b>	<b>17.0</b>	<b>10.2</b>	<b>4.5</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.4</b>	<b>18</b>	<b>81</b>
PORTLAND (OREGON)	DELTA AIRLINES	S	32	0	0	3.1	50.0	37.5	3.1	3.1	0.0	0.0	3.1	0.0	0.0	0.0	15	100.0	2	7
<b>TOTAL PORTLAND (OREGON)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>50.0</b>	<b>37.5</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>7</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	21.0	56.5	17.7	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.7	5	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>56.5</b>	<b>17.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.7</b>	<b>5</b>	<b>62</b>
SALT LAKE CITY	DELTA AIRLINES	S	62	0	0	32.3	45.2	11.3	3.2	4.8	1.6	1.6	0.0	0.0	0.0	0.0	6	90.0	10	60
<b>TOTAL SALT LAKE CITY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>32.3</b>	<b>45.2</b>	<b>11.3</b>	<b>3.2</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>0.0</b>	<b>6</b>	<b>90.0</b>	<b>10</b>	<b>60</b>
SAN DIEGO	BRITISH AIRWAYS PLC	S	62	0	0	24.2	14.5	38.7	12.9	4.8	4.8	0.0	0.0	0.0	0.0	0.0	11	86.7	7	60
<b>TOTAL SAN DIEGO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>14.5</b>	<b>38.7</b>	<b>12.9</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>0.0</b>	<b>11</b>	<b>86.7</b>	<b>7</b>	<b>60</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	123	0	1	9.7	29.0	37.1	12.1	3.2	4.8	3.2	0.0	0.0	0.0	0.8	15	73.3	15	120
SAN FRANCISCO	UNITED AIRLINES	S	124	0	0	17.7	43.5	24.2	8.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	6	71.1	20	121
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	15.3	46.0	24.2	7.3	4.8	1.6	0.0	0.8	0.0	0.0	0.0	8	74.0	15	104
<b>TOTAL SAN FRANCISCO</b>			<b>371</b>	<b>0</b>	<b>1</b>	<b>14.2</b>	<b>39.5</b>	<b>28.5</b>	<b>9.1</b>	<b>4.3</b>	<b>2.7</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>72.8</b>	<b>17</b>	<b>345</b>
SAN JOSE	BRITISH AIRWAYS PLC	S	59	0	1	10.0	18.3	48.3	1.7	13.3	6.7	0.0	0.0	0.0	0.0	1.7	15	78.3	13	60
<b>TOTAL SAN JOSE</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>18.3</b>	<b>48.3</b>	<b>1.7</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>1.7</b>	<b>15</b>	<b>78.3</b>	<b>13</b>	<b>60</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	104	0	0	8.7	36.5	32.7	9.6	4.8	0.0	3.8	2.9	1.0	0.0	0.0	21	75.7	24	103
SEATTLE (TACOMA)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	3.2	37.1	43.5	8.1	1.6	4.8	1.6	0.0	0.0	0.0	0.0	13	60.3	14	58
<b>TOTAL SEATTLE (TACOMA)</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>36.7</b>	<b>36.7</b>	<b>9.0</b>	<b>3.6</b>	<b>1.8</b>	<b>3.0</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>70.2</b>	<b>20</b>	<b>161</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	124	0	0	12.9	26.6	33.1	16.1	5.6	4.0	0.8	0.0	0.8	0.0	0.0	16	64.8	24	122
WASHINGTON (DULLES)	UNITED AIRLINES	S	184	0	4	16.0	46.3	21.8	4.3	5.3	2.7	0.5	1.1	0.0	0.0	2.1	10	84.3	9	185
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	11.3	37.1	33.9	6.5	4.8	4.8	0.0	1.6	0.0	0.0	0.0	14	81.0	13	58
<b>TOTAL WASHINGTON (DULLES)</b>			<b>370</b>	<b>0</b>	<b>4</b>	<b>14.2</b>	<b>38.2</b>	<b>27.5</b>	<b>8.6</b>	<b>5.3</b>	<b>3.5</b>	<b>0.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>1.1</b>	<b>12</b>	<b>77.3</b>	<b>15</b>	<b>365</b>
<b>TOTAL USA</b>			<b>6381</b>	<b>0</b>	<b>45</b>	<b>17.1</b>	<b>36.5</b>	<b>27.2</b>	<b>7.8</b>	<b>5.4</b>	<b>3.6</b>	<b>1.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>75.7</b>	<b>15</b>	<b>6226</b>
<b>UZBEKISTAN</b>																				
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	0.0	33.3	27.8	22.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	21	83.3	5	18
<b>TOTAL TASHKENT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</b>	<b>22.2</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>21</b>	<b>83.3</b>	<b>5</b>	<b>18</b>

Reporting Airport: HEATHROW (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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 UZBEKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</b>	<b>22.2</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>21</b>	<b>83.3</b>	<b>5</b>	<b>18</b>
<b>VIETNAM</b>																				
<b>HANOI</b>	VIETNAM AIRLINES	S	28	0	0	39.3	21.4	28.6	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	4	28
<b>TOTAL HANOI</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>39.3</b>	<b>21.4</b>	<b>28.6</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>4</b>	<b>28</b>
<b>HO CHI MINH CITY</b>	VIETNAM AIRLINES	S	20	0	0	30.0	40.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	6	24
<b>TOTAL HO CHI MINH CITY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>6</b>	<b>24</b>
<b>TOTAL VIETNAM</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>35.4</b>	<b>29.2</b>	<b>25.0</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>0.0</b>	<b>5</b>	<b>84.6</b>	<b>5</b>	<b>52</b>
<b>TOTAL HEATHROW</b>			<b>40892</b>	<b>0</b>	<b>482</b>	<b>10.4</b>	<b>36.2</b>	<b>32.0</b>	<b>9.3</b>	<b>6.3</b>	<b>3.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>81.1</b>	<b>11</b>	<b>40773</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	AER LINGUS	S	108	0	0	9.3	49.1	21.3	9.3	4.6	5.6	0.9	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL DUBLIN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>49.1</b>	<b>21.3</b>	<b>9.3</b>	<b>4.6</b>	<b>5.6</b>	<b>0.9</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 IRISH REPUBLIC</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>49.1</b>	<b>21.3</b>	<b>9.3</b>	<b>4.6</b>	<b>5.6</b>	<b>0.9</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>SPAIN</b>																					
MAHON	BA CITYFLYER LTD	C	7	0	0	14.3	42.9	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
<b>TOTAL MAHON</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SPAIN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14.3</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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>SWEDEN</b>																					
STOCKHOLM (ARLANDA)	BRAATHENS REGIONAL 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	20	0.0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</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 SWEDEN</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>UNITED KINGDOM</b>																					
BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	55	0	3	6.9	39.7	25.9	8.6	5.2	5.2	1.7	1.7	0.0	0.0	5.2	17	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>55</b>	<b>0</b>	<b>3</b>	<b>6.9</b>	<b>39.7</b>	<b>25.9</b>	<b>8.6</b>	<b>5.2</b>	<b>5.2</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>5.2</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BIRMINGHAM	FLYBE LTD	S	62	0	2	0.0	14.1	54.7	9.4	10.9	7.8	0.0	0.0	0.0	0.0	3.1	17	0.0	0	0	
<b>TOTAL BIRMINGHAM</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.1</b>	<b>54.7</b>	<b>9.4</b>	<b>10.9</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	39.3	21.4	3.6	21.4	10.7	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL BRISTOL</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>39.3</b>	<b>21.4</b>	<b>3.6</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>0.0</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
EDINBURGH	LOGANAIR LTD	S	28	0	0	7.1	42.9	28.6	3.6	0.0	14.3	3.6	0.0	0.0	0.0	0.0	20	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>42.9</b>	<b>28.6</b>	<b>3.6</b>	<b>0.0</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>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	116	0	2	14.4	33.9	26.3	8.5	9.3	4.2	0.0	1.7	0.0	0.0	1.7	15	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>116</b>	<b>0</b>	<b>2</b>	<b>14.4</b>	<b>33.9</b>	<b>26.3</b>	<b>8.5</b>	<b>9.3</b>	<b>4.2</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GLASGOW	EASTERN AIRWAYS	S	44	0	6	6.0	40.0	26.0	8.0	4.0	4.0	0.0	0.0	0.0	0.0	12.0	9	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>44</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>40.0</b>	<b>26.0</b>	<b>8.0</b>	<b>4.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	103	1	0	11.5	53.8	16.3	5.8	3.8	7.7	0.0	0.0	0.0	1.0	0.0	10	0.0	0	0	
LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	210	0	5	2.3	55.3	30.2	4.7	2.8	1.4	0.5	0.5	0.0	0.0	2.3	6	0.0	0	0	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>313</b>	<b>1</b>	<b>5</b>	<b>5.3</b>	<b>54.9</b>	<b>25.7</b>	<b>5.0</b>	<b>3.1</b>	<b>3.4</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>1.6</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LONDON CITY	BA CITYFLYER LTD	S	144	0	7	4.6	45.7	27.8	7.9	5.3	2.6	1.3	0.0	0.0	0.0	4.6	10	0.0	0	0	
<b>TOTAL LONDON CITY</b>			<b>144</b>	<b>0</b>	<b>7</b>	<b>4.6</b>	<b>45.7</b>	<b>27.8</b>	<b>7.9</b>	<b>5.3</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LUTON	EASYJET AIRLINE COMPANY LTD	S	37	0	1	28.9	34.2	5.3	13.2	10.5	5.3	0.0	0.0	0.0	0.0	2.6	13	0.0	0	0	
<b>TOTAL LUTON</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>28.9</b>	<b>34.2</b>	<b>5.3</b>	<b>13.2</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>2.6</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	



Reporting Airport: ISLE OF MAN (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												MAY 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
MANCHESTER	EASTERN AIRWAYS	C	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
MANCHESTER	FLYBE LTD	S	272	0	11	2.5	35.3	44.2	6.7	3.2	2.8	0.0	1.4	0.0	0.0	3.9	11	0.0	0	0
<b>TOTAL MANCHESTER</b>			<b>276</b>	<b>0</b>	<b>11</b>	<b>2.4</b>	<b>34.8</b>	<b>43.9</b>	<b>7.3</b>	<b>3.5</b>	<b>2.8</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWCASTLE	FLYBE 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
<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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NORWICH	LOGANAIR LTD	S	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL NORWICH</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>0.0</b>	<b>0</b>	<b>0</b>
PRESTWICK	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	10	0.0	0	0
<b>TOTAL PRESTWICK</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 UNITED KINGDOM</b>			<b>1112</b>	<b>1</b>	<b>37</b>	<b>6.1</b>	<b>41.3</b>	<b>31.7</b>	<b>7.0</b>	<b>5.3</b>	<b>4.1</b>	<b>0.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.1</b>	<b>3.2</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISLE OF MAN</b>			<b>1228</b>	<b>1</b>	<b>37</b>	<b>6.4</b>	<b>41.9</b>	<b>30.7</b>	<b>7.4</b>	<b>5.2</b>	<b>4.2</b>	<b>0.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.1</b>	<b>2.9</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: JERSEY (Full Analysis)

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	
<b>AUSTRIA</b>																					
VIENNA	AUSTRIAN AIRLINES	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	90	100.0	0	1	
<b>TOTAL VIENNA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>90</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL AUSTRIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>90</b>	<b>100.0</b>	<b>0</b>	<b>1</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	100.0	0	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</b>	<b>100.0</b>	<b>0</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</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
<b>FRANCE</b>																					
NANTES	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	17	0.0	0	0		
<b>TOTAL NANTES</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>17</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>100.0</b>	<b>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>		
<b>GERMANY</b>																					
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	8	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
<b>TOTAL BERLIN (TEGEL)</b>			<b>8</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
BREMEN	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	100.0	9	2		
BREMEN	SMALL PLANET AIRLINES GERMANY	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0		
<b>TOTAL BREMEN</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>52</b>	<b>100.0</b>	<b>9</b>	<b>2</b>		
DRESDEN	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	100.0	0	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</b>	<b>100.0</b>	<b>0</b>	<b>1</b>		
DUSSELDORF	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	58	2		
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	18	0	0	11.1	16.7	27.8	16.7	22.2	5.6	0.0	0.0	0.0	0.0	22	0.0	0	0		
DUSSELDORF	FLYBE 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	4	0.0	0	0		
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	40	8		
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	87.5	8	8		
<b>TOTAL DUSSELDORF</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>26.9</b>	<b>34.6</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>16</b>	<b>38.9</b>	<b>28</b>	<b>18</b>		
ERFURT	BLUE ISLANDS LIMITED	C	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	194	0.0	0	0		
ERFURT	SMALL PLANET AIRLINES GERMANY	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0		
<b>TOTAL ERFURT</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>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>141</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
FRANKFURT MAIN	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	100.0	6	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</b>	<b>100.0</b>	<b>6</b>	<b>1</b>		
FRIEDRICHSHAFEN	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	50.0	9	2		
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>		
HAMBURG	EUROWINGS LUFTVERKEHRS	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	0.0	0	0		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
HAMBURG	SMALL PLANET AIRLINES GERMANY	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 HAMBURG</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</b>	<b>33.3</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>0.0</b>	<b>0</b>	<b>0</b>	
HANOVER	SMALL PLANET AIRLINES GERMANY	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	
<b>TOTAL HANOVER</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>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
KASSEL	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	100.0	5	2	
<b>TOTAL KASSEL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MUNSTER-OSNABRUCK	SMALL PLANET AIRLINES GERMANY	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SAARBRUCKEN	SMALL PLANET AIRLINES GERMANY	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL SAARBRUCKEN</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>	
STUTTGART	ADRIA AIRWAYS	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
STUTTGART	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	100.0	0	1	
STUTTGART	SMALL PLANET AIRLINES GERMANY	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 STUTTGART</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>0.0</b>	<b>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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL GERMANY</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>24.5</b>	<b>30.2</b>	<b>18.9</b>	<b>11.3</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>55.6</b>	<b>21</b>	<b>27</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	STOBART AIR	S	34	0	0	0.0	23.5	44.1	14.7	11.8	0.0	5.9	0.0	0.0	0.0	0.0	21	40.0	56	35	
<b>TOTAL DUBLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>44.1</b>	<b>14.7</b>	<b>11.8</b>	<b>0.0</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>40.0</b>	<b>56</b>	<b>35</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>44.1</b>	<b>14.7</b>	<b>11.8</b>	<b>0.0</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>40.0</b>	<b>56</b>	<b>35</b>	
<b>NETHERLANDS</b>																					
ROTTERDAM	BLUE ISLANDS LIMITED	C	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
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	40.0	29	5	
<b>TOTAL ROTTERDAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>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>40.0</b>	<b>29</b>	<b>5</b>	
<b>TOTAL NETHERLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>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>40.0</b>	<b>29</b>	<b>5</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	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	0.0	20	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>20</b>	<b>1</b>	
OPORTO (PORTUGAL)	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	100.0	6	1	
<b>TOTAL OPORTO (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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<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>0.0</b>	<b>0</b>	<b>50.0</b>	<b>13</b>	<b>2</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: JERSEY (Full Analysis)

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
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	AIR CONTRACTORS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
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	100.0	12	2
<b>TOTAL FUNCHAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>3</b>
<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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>8</b>	<b>3</b>
<b>SPAIN</b>																				
MADRID	FLYBE LTD	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
<b>TOTAL MADRID</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>34</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
MALAGA	FLYBE 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	19	0.0	0	0
<b>TOTAL MALAGA</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	AIR EUROPA	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
PALMA DE MALLORCA	FLYBE LTD	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
PALMA DE MALLORCA	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	40.0	72	5
<b>TOTAL PALMA DE MALLORCA</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>100.0</b>	<b>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>40.0</b>	<b>72</b>	<b>5</b>
<b>TOTAL SPAIN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>22.2</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>29</b>	<b>40.0</b>	<b>72</b>	<b>5</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	75.0	10	4
BALE MULHOUSE	SMALL PLANET AIRLINES GERMANY	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 BALE MULHOUSE</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>75.0</b>	<b>10</b>	<b>4</b>
BERNE	SKY WORK AG	S	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	5	4
<b>TOTAL BERNE</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>75.0</b>	<b>5</b>	<b>4</b>
ZURICH	BLUE ISLANDS LIMITED	S	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	70	2
<b>TOTAL ZURICH</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>37.5</b>	<b>25.0</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>0.0</b>	<b>70</b>	<b>2</b>
<b>TOTAL SWITZERLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</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>14</b>	<b>54.5</b>	<b>20</b>	<b>10</b>
<b>UNITED KINGDOM</b>																				
ABERDEEN	FLYBE LTD	S	8	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	62.5	22	8
<b>TOTAL ABERDEEN</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>2</b>	<b>62.5</b>	<b>22</b>	<b>8</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	38.9	50.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	7	18
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.9</b>	<b>7</b>	<b>18</b>
BIRMINGHAM	FLYBE LTD	S	144	0	4	0.0	33.1	39.2	10.1	10.8	2.7	1.4	0.0	0.0	0.0	2.7	13	53.0	25	166
<b>TOTAL BIRMINGHAM</b>			<b>144</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>33.1</b>	<b>39.2</b>	<b>10.1</b>	<b>10.8</b>	<b>2.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>13</b>	<b>53.0</b>	<b>25</b>	<b>166</b>
BRISTOL	BLUE ISLANDS LIMITED	S	62	0	0	3.2	40.3	46.8	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	85.5	7	62
<b>TOTAL BRISTOL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>40.3</b>	<b>46.8</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.5</b>	<b>7</b>	<b>62</b>
CARDIFF WALES	FLYBE LTD	S	34	0	0	2.9	38.2	23.5	2.9	17.6	8.8	5.9	0.0	0.0	0.0	0.0	24	65.4	19	26

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: JERSEY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 CARDIFF WALES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>38.2</b>	<b>23.5</b>	<b>2.9</b>	<b>17.6</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>65.4</b>	<b>19</b>	<b>26</b>	
DONCASTER SHEFFIELD	FLYBE LTD	S	62	0	0	1.6	53.2	41.9	1.6	0.0	0.0	0.0	1.6	0.0	0.0	0.0	7	86.4	16	59	
<b>TOTAL DONCASTER SHEFFIELD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>53.2</b>	<b>41.9</b>	<b>1.6</b>	<b>0.0</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>86.4</b>	<b>16</b>	<b>59</b>	
DURHAM TEES VALLEY	FLYBE 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	10	75.0	11	4	
<b>TOTAL DURHAM TEES VALLEY</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>10</b>	<b>75.0</b>	<b>11</b>	<b>4</b>	
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	62	0	0	3.2	51.6	32.3	4.8	4.8	3.2	0.0	0.0	0.0	0.0	0.0	8	83.3	12	60	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>51.6</b>	<b>32.3</b>	<b>4.8</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.3</b>	<b>12</b>	<b>60</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	18	0	0	22.2	16.7	5.6	27.8	22.2	5.6	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
EDINBURGH	FLYBE 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	50.0	14	4	
<b>TOTAL EDINBURGH</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>18.2</b>	<b>31.8</b>	<b>4.5</b>	<b>22.7</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>17</b>	<b>50.0</b>	<b>14</b>	<b>4</b>	
EXETER	FLYBE LTD	S	82	0	3	2.4	49.4	30.6	7.1	1.2	5.9	0.0	0.0	0.0	0.0	3.5	9	70.2	17	103	
<b>TOTAL EXETER</b>			<b>82</b>	<b>0</b>	<b>3</b>	<b>2.4</b>	<b>49.4</b>	<b>30.6</b>	<b>7.1</b>	<b>1.2</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>9</b>	<b>70.2</b>	<b>17</b>	<b>103</b>	
GATWICK	BRITISH AIRWAYS PLC	S	284	0	6	6.6	51.0	24.8	7.9	2.4	3.8	1.0	0.3	0.0	0.0	2.1	10	80.8	10	287	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	190	0	4	11.3	36.1	29.4	8.2	7.7	3.1	1.0	0.0	1.0	0.0	2.1	19	61.7	33	193	
<b>TOTAL GATWICK</b>			<b>474</b>	<b>0</b>	<b>10</b>	<b>8.5</b>	<b>45.0</b>	<b>26.7</b>	<b>8.1</b>	<b>4.5</b>	<b>3.5</b>	<b>1.0</b>	<b>0.2</b>	<b>0.4</b>	<b>0.0</b>	<b>2.1</b>	<b>13</b>	<b>73.1</b>	<b>19</b>	<b>480</b>	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	36	0	0	0.0	41.7	16.7	19.4	11.1	5.6	0.0	5.6	0.0	0.0	0.0	24	38.2	22	34	
GLASGOW	FLYBE 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	51	0.0	31	2	
<b>TOTAL GLASGOW</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.5</b>	<b>15.8</b>	<b>18.4</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>0.0</b>	<b>26</b>	<b>36.1</b>	<b>22</b>	<b>36</b>	
GUERNSEY	BLUE ISLANDS LIMITED	S	261	0	5	5.6	57.1	24.4	6.4	2.3	1.9	0.0	0.4	0.0	0.0	1.9	7	84.8	10	258	
GUERNSEY	FLYBE LTD	S	52	0	2	13.0	35.2	22.2	18.5	7.4	0.0	0.0	0.0	0.0	0.0	3.7	8	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>313</b>	<b>0</b>	<b>7</b>	<b>6.9</b>	<b>53.4</b>	<b>24.1</b>	<b>8.4</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>7</b>	<b>84.8</b>	<b>10</b>	<b>258</b>	
HUMBERSIDE	FLYBE LTD	S	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	37.5	41	8	
<b>TOTAL HUMBERSIDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>37.5</b>	<b>25.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>37.5</b>	<b>41</b>	<b>8</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	100.0	1	2	
<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>2</b>	
LEEDS BRADFORD	JET2.COM LTD	S	14	0	0	0.0	71.4	7.1	7.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	23	70.0	9	10	
<b>TOTAL LEEDS BRADFORD</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>71.4</b>	<b>7.1</b>	<b>7.1</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>23</b>	<b>70.0</b>	<b>9</b>	<b>10</b>	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	78	0	0	3.8	47.4	21.8	11.5	3.8	9.0	0.0	2.6	0.0	0.0	0.0	20	76.1	20	88	
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>47.4</b>	<b>21.8</b>	<b>11.5</b>	<b>3.8</b>	<b>9.0</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>76.1</b>	<b>20</b>	<b>88</b>	
LONDON CITY	BLUE ISLANDS LIMITED	S	93	0	2	1.1	41.1	36.8	8.4	7.4	3.2	0.0	0.0	0.0	0.0	2.1	11	71.3	14	91	
<b>TOTAL LONDON CITY</b>			<b>93</b>	<b>0</b>	<b>2</b>	<b>1.1</b>	<b>41.1</b>	<b>36.8</b>	<b>8.4</b>	<b>7.4</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>11</b>	<b>71.3</b>	<b>14</b>	<b>91</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: JERSEY (Full Analysis)

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
LUTON	EASYJET AIRLINE COMPANY LTD	S	56	0	2	1.7	17.2	31.0	17.2	25.9	3.4	0.0	0.0	0.0	0.0	3.4	21	71.4	19	42
<b>TOTAL LUTON</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>1.7</b>	<b>17.2</b>	<b>31.0</b>	<b>17.2</b>	<b>25.9</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>21</b>	<b>71.4</b>	<b>19</b>	<b>42</b>
MANCHESTER	FLYBE LTD	S	70	0	0	1.4	42.9	21.4	8.6	12.9	12.9	0.0	0.0	0.0	0.0	0.0	18	57.6	28	66
<b>TOTAL MANCHESTER</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>42.9</b>	<b>21.4</b>	<b>8.6</b>	<b>12.9</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>57.6</b>	<b>28</b>	<b>66</b>
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	32	0	0	18.8	40.6	15.6	6.3	9.4	9.4	0.0	0.0	0.0	0.0	0.0	14	84.6	12	26
<b>TOTAL NEWCASTLE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>40.6</b>	<b>15.6</b>	<b>6.3</b>	<b>9.4</b>	<b>9.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.6</b>	<b>12</b>	<b>26</b>
NEWQUAY	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	0.0	55	1
<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>0.0</b>	<b>55</b>	<b>1</b>
NORWICH	FLYBE LTD	S	8	0	0	12.5	37.5	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	37.5	30	8
NORWICH	LOGANAIR LTD	S	28	0	0	3.6	50.0	39.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	78.6	5	25
<b>TOTAL NORWICH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>47.2</b>	<b>36.1</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>0.0</b>	<b>8</b>	<b>69.4</b>	<b>11</b>	<b>33</b>
SOUTHAMPTON	BLUE ISLANDS LIMITED	S	176	0	0	4.0	49.4	34.1	4.5	4.5	1.1	2.3	0.0	0.0	0.0	0.0	9	83.2	11	179
SOUTHAMPTON	FLYBE LTD	S	123	0	1	0.0	45.2	31.5	10.5	7.3	4.8	0.0	0.0	0.0	0.0	0.8	11	79.2	9	130
<b>TOTAL SOUTHAMPTON</b>			<b>299</b>	<b>0</b>	<b>1</b>	<b>2.3</b>	<b>47.7</b>	<b>33.0</b>	<b>7.0</b>	<b>5.7</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>10</b>	<b>81.6</b>	<b>10</b>	<b>309</b>
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	26	0	0	11.5	50.0	11.5	0.0	15.4	11.5	0.0	0.0	0.0	0.0	0.0	15	100.0	2	34
<b>TOTAL SOUTHEND</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>50.0</b>	<b>11.5</b>	<b>0.0</b>	<b>15.4</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>34</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2035</b>	<b>0</b>	<b>29</b>	<b>4.9</b>	<b>45.1</b>	<b>29.2</b>	<b>8.1</b>	<b>6.5</b>	<b>3.6</b>	<b>0.7</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>74.4</b>	<b>16</b>	<b>1994</b>
<b>TOTAL JERSEY</b>			<b>2158</b>	<b>0</b>	<b>29</b>	<b>4.8</b>	<b>43.8</b>	<b>29.5</b>	<b>8.7</b>	<b>7.0</b>	<b>3.6</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>13</b>	<b>73.3</b>	<b>17</b>	<b>2083</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

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	
<b>BULGARIA</b>																					
BURGAS	BH 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	100.0	0	3	
BURGAS	TUI AIRWAYS LTD	C	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
<b>TOTAL BURGAS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</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>18</b>	<b>100.0</b>	<b>0</b>	<b>3</b>	
<b>TOTAL BULGARIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</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>18</b>	<b>100.0</b>	<b>0</b>	<b>3</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	18	0	0	11.1	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	16	
<b>TOTAL DUBROVNIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>100.0</b>	<b>1</b>	<b>16</b>	
PULA	JET2.COM LTD	S	10	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.0	4	10	
<b>TOTAL PULA</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>4</b>	<b>90.0</b>	<b>4</b>	<b>10</b>	
SPLIT	JET2.COM LTD	S	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	19	70.0	13	10	
<b>TOTAL SPLIT</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>20.0</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>70.0</b>	<b>13</b>	<b>10</b>	
<b>TOTAL CROATIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>34.2</b>	<b>39.5</b>	<b>10.5</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>0.0</b>	<b>10</b>	<b>88.9</b>	<b>5</b>	<b>36</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	27	0	1	14.3	14.3	42.9	3.6	3.6	14.3	3.6	0.0	0.0	0.0	3.6	24	77.3	7	21	
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	52.9	20	17		
<b>TOTAL LARNACA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>14.3</b>	<b>14.3</b>	<b>42.9</b>	<b>3.6</b>	<b>3.6</b>	<b>14.3</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>24</b>	<b>66.7</b>	<b>13</b>	<b>38</b>	
PAPHOS	JET2.COM LTD	S	28	0	0	25.0	17.9	42.9	7.1	3.6	3.6	0.0	0.0	0.0	0.0	0.0	8	88.5	4	26	
PAPHOS	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	33.3	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	40	100.0	2	8	
<b>TOTAL PAPHOS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>18.9</b>	<b>13.5</b>	<b>40.5</b>	<b>8.1</b>	<b>10.8</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>91.2</b>	<b>4</b>	<b>34</b>	
<b>TOTAL CYPRUS</b>			<b>64</b>	<b>0</b>	<b>1</b>	<b>16.9</b>	<b>13.8</b>	<b>41.5</b>	<b>6.2</b>	<b>7.7</b>	<b>10.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>19</b>	<b>78.1</b>	<b>8</b>	<b>72</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	16	0	2	0.0	22.2	27.8	22.2	11.1	5.6	0.0	0.0	0.0	0.0	11.1	19	68.8	29	16	
<b>TOTAL PRAGUE</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>19</b>	<b>68.8</b>	<b>29</b>	<b>16</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>22.2</b>	<b>27.8</b>	<b>22.2</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>19</b>	<b>68.8</b>	<b>29</b>	<b>16</b>	
<b>FRANCE</b>																					
BERGERAC	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	16	8	
<b>TOTAL BERGERAC</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>75.0</b>	<b>16</b>	<b>8</b>	
LA ROCHELLE	JET2.COM LTD	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL LA ROCHELLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
LIMOGES	RYANAIR	S	18	0	0	5.6	27.8	38.9	0.0	11.1	16.7	0.0	0.0	0.0	0.0	0.0	19	93.8	5	16	
<b>TOTAL LIMOGES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>27.8</b>	<b>38.9</b>	<b>0.0</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>19</b>	<b>93.8</b>	<b>5</b>	<b>16</b>	
NICE	JET2.COM LTD	S	18	0	0	5.6	22.2	50.0	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	36	85.0	7	20	
<b>TOTAL NICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>85.0</b>	<b>7</b>	<b>20</b>	
PARIS (CHARLES DE GAULLE)	JET2.COM LTD	S	32	0	2	0.0	38.2	20.6	8.8	5.9	14.7	0.0	5.9	0.0	0.0	5.9	35	94.1	4	34	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>38.2</b>	<b>20.6</b>	<b>8.8</b>	<b>5.9</b>	<b>14.7</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>35</b>	<b>94.1</b>	<b>4</b>	<b>34</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
PARIS (LE BOURGET)	NETJETS TRANSPORTES AEREOS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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>1</b>	<b>1</b>	
PERPIGNAN	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	10	0.0	21	1	
PERPIGNAN	MALETH AERO	S	0	0	0	0.0	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 PERPIGNAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>43</b>	<b>2</b>	
<b>TOTAL FRANCE</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>3.9</b>	<b>31.6</b>	<b>32.9</b>	<b>5.3</b>	<b>7.9</b>	<b>10.5</b>	<b>0.0</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>29</b>	<b>87.7</b>	<b>7</b>	<b>81</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	JET2.COM LTD	S	16	0	0	12.5	31.3	37.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	8	18	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>31.3</b>	<b>37.5</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>0.0</b>	<b>7</b>	<b>83.3</b>	<b>8</b>	<b>18</b>	
DUSSELDORF	FLYBE LTD	S	51	0	3	13.0	59.3	16.7	1.9	1.9	1.9	0.0	0.0	0.0	0.0	5.6	3	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	87.0	5	54	
<b>TOTAL DUSSELDORF</b>			<b>51</b>	<b>0</b>	<b>3</b>	<b>13.0</b>	<b>59.3</b>	<b>16.7</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>3</b>	<b>87.0</b>	<b>5</b>	<b>54</b>	
<b>TOTAL GERMANY</b>			<b>67</b>	<b>0</b>	<b>3</b>	<b>12.9</b>	<b>52.9</b>	<b>21.4</b>	<b>5.7</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>4.3</b>	<b>4</b>	<b>86.1</b>	<b>5</b>	<b>72</b>	
<b>GREECE</b>																					
CHANIA	RYANAIR	S	18	0	0	0.0	0.0	50.0	22.2	16.7	5.6	5.6	0.0	0.0	0.0	0.0	30	77.8	7	18	
<b>TOTAL CHANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>22.2</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>30</b>	<b>77.8</b>	<b>7</b>	<b>18</b>	
CORFU	JET2.COM LTD	S	12	0	0	16.7	33.3	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	6	
CORFU	RYANAIR	S	10	0	0	0.0	10.0	50.0	10.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	39	40.0	49	10	
CORFU	TUI AIRWAYS LTD	C	7	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	60.0	26	5	
<b>TOTAL CORFU</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>31.0</b>	<b>37.9</b>	<b>10.3</b>	<b>3.4</b>	<b>0.0</b>	<b>3.4</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>61.9</b>	<b>30</b>	<b>21</b>	
HERAKLION	JET2.COM LTD	S	21	0	0	23.8	33.3	23.8	0.0	9.5	9.5	0.0	0.0	0.0	0.0	0.0	11	80.0	23	20	
<b>TOTAL HERAKLION</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>33.3</b>	<b>23.8</b>	<b>0.0</b>	<b>9.5</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>11</b>	<b>80.0</b>	<b>23</b>	<b>20</b>	
KEFALLINIA	JET2.COM LTD	S	8	0	0	25.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	50.0	62	8	
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>50.0</b>	<b>62</b>	<b>8</b>	
KOS	JET2.COM LTD	S	11	0	1	0.0	16.7	58.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	8.3	14	50.0	30	9	
<b>TOTAL KOS</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>16.7</b>	<b>58.3</b>	<b>8.3</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>8.3</b>	<b>14</b>	<b>50.0</b>	<b>30</b>	<b>9</b>	
RHODES	JET2.COM LTD	S	21	0	0	9.5	28.6	28.6	14.3	9.5	9.5	0.0	0.0	0.0	0.0	0.0	17	94.4	3	18	
RHODES	TUI AIRWAYS LTD	C	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	15	0.0	68	7	
<b>TOTAL RHODES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>35.7</b>	<b>14.3</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>16</b>	<b>68.0</b>	<b>21</b>	<b>25</b>	
SALONIKA	JET2.COM LTD	S	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	9	50.0	12	2	
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>60.0</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>50.0</b>	<b>12</b>	<b>2</b>	
ZAKINTHOS	JET2.COM LTD	S	12	0	0	16.7	33.3	16.7	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	1	10	
<b>TOTAL ZAKINTHOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</b>	<b>16.7</b>	<b>8.3</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>1</b>	<b>10</b>	
<b>TOTAL GREECE</b>			<b>137</b>	<b>0</b>	<b>1</b>	<b>10.1</b>	<b>23.9</b>	<b>38.4</b>	<b>10.9</b>	<b>9.4</b>	<b>4.3</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>70.2</b>	<b>23</b>	<b>113</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

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	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	16	0	0	0.0	12.5	12.5	31.3	6.3	18.8	18.8	0.0	0.0	0.0	0.0	54	83.3	14	18	
<b>TOTAL BUDAPEST</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>31.3</b>	<b>6.3</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>54</b>	<b>83.3</b>	<b>14</b>	<b>18</b>	
<b>TOTAL HUNGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>12.5</b>	<b>31.3</b>	<b>6.3</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>54</b>	<b>83.3</b>	<b>14</b>	<b>18</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	AER LINGUS	S	116	0	0	6.9	42.2	26.7	6.9	11.2	6.0	0.0	0.0	0.0	0.0	13	94.0	4	116		
DUBLIN	RYANAIR	S	124	0	0	0.8	37.9	39.5	9.7	4.8	4.8	1.6	0.8	0.0	0.0	14	93.5	5	124		
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	100.0	0	1		
<b>TOTAL DUBLIN</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>40.0</b>	<b>33.3</b>	<b>8.3</b>	<b>7.9</b>	<b>5.4</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>4</b>	<b>241</b>		
<b>TOTAL IRISH REPUBLIC</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>40.0</b>	<b>33.3</b>	<b>8.3</b>	<b>7.9</b>	<b>5.4</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>93.8</b>	<b>4</b>	<b>241</b>		
<b>ITALY</b>																					
NAPLES	JET2.COM LTD	S	9	1	0	0.0	10.0	40.0	20.0	10.0	0.0	0.0	10.0	0.0	10.0	0.0	35	87.5	6	8	
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	88.9	3	18		
<b>TOTAL NAPLES</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>40.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>35</b>	<b>88.5</b>	<b>4</b>	<b>26</b>	
PISA	JET2.COM LTD	S	10	0	0	0.0	20.0	30.0	10.0	0.0	0.0	20.0	20.0	0.0	0.0	74	90.0	5	10		
PISA	RYANAIR	S	26	0	0	11.5	23.1	26.9	11.5	15.4	11.5	0.0	0.0	0.0	0.0	21	71.4	15	28		
<b>TOTAL PISA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>22.2</b>	<b>27.8</b>	<b>11.1</b>	<b>11.1</b>	<b>8.3</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>76.3</b>	<b>12</b>	<b>38</b>		
ROME (FIUMICINO)	JET2.COM LTD	S	18	0	0	16.7	22.2	33.3	5.6	16.7	5.6	0.0	0.0	0.0	0.0	16	100.0	1	16		
<b>TOTAL ROME (FIUMICINO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>33.3</b>	<b>5.6</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>16</b>	<b>100.0</b>	<b>1</b>	<b>16</b>		
TREVISIO	RYANAIR	S	18	0	0	0.0	33.3	38.9	11.1	11.1	0.0	0.0	0.0	5.6	0.0	36	94.4	5	18		
<b>TOTAL TREVISIO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>36</b>	<b>94.4</b>	<b>5</b>	<b>18</b>		
VENICE	JET2.COM LTD	S	16	0	0	6.3	0.0	62.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	12	83.3	9	18		
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>0.0</b>	<b>62.5</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>83.3</b>	<b>9</b>	<b>18</b>		
VERONA VILLAFRANCA	JET2.COM LTD	S	8	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	11	0.0	45	1		
<b>TOTAL VERONA VILLAFRANCA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</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>45</b>	<b>1</b>		
<b>TOTAL ITALY</b>			<b>105</b>	<b>1</b>	<b>0</b>	<b>6.6</b>	<b>21.7</b>	<b>36.8</b>	<b>11.3</b>	<b>13.2</b>	<b>3.8</b>	<b>1.9</b>	<b>2.8</b>	<b>0.9</b>	<b>0.9</b>	<b>27</b>	<b>85.5</b>	<b>8</b>	<b>117</b>		
<b>LATVIA</b>																					
RIGA	RYANAIR	S	18	0	0	16.7	33.3	33.3	5.6	5.6	5.6	0.0	0.0	0.0	0.0	8	88.9	4	18		
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</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>8</b>	<b>88.9</b>	<b>4</b>	<b>18</b>		
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>33.3</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>8</b>	<b>88.9</b>	<b>4</b>	<b>18</b>		
<b>LITHUANIA</b>																					
VILNIUS	RYANAIR	S	16	0	0	6.3	43.8	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	8	88.9	7	18		
<b>TOTAL VILNIUS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>7</b>	<b>18</b>		
<b>TOTAL LITHUANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>88.9</b>	<b>7</b>	<b>18</b>		
<b>MALTA</b>																					
MALTA	JET2.COM LTD	S	10	0	0	10.0	20.0	40.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	31	62.5	15	8		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>MALTA</b>	RYANAIR	S	16	0	0	6.3	43.8	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	18	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>46.2</b>	<b>3.8</b>	<b>3.8</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>13</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>46.2</b>	<b>3.8</b>	<b>3.8</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>13</b>	<b>88.5</b>	<b>7</b>	<b>26</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	JET2.COM LTD	S	64	0	0	1.6	46.9	26.6	6.3	9.4	6.3	3.1	0.0	0.0	0.0	0.0	16	87.0	6	68	
AMSTERDAM	KLM	S	176	0	3	3.4	39.7	42.5	5.6	5.0	1.7	0.6	0.0	0.0	0.0	1.7	8	75.3	10	184	
<b>TOTAL AMSTERDAM</b>			<b>240</b>	<b>0</b>	<b>3</b>	<b>2.9</b>	<b>41.6</b>	<b>38.3</b>	<b>5.8</b>	<b>6.2</b>	<b>2.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>78.4</b>	<b>9</b>	<b>252</b>	
<b>TOTAL NETHERLANDS</b>			<b>240</b>	<b>0</b>	<b>3</b>	<b>2.9</b>	<b>41.6</b>	<b>38.3</b>	<b>5.8</b>	<b>6.2</b>	<b>2.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>10</b>	<b>78.4</b>	<b>9</b>	<b>252</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	38	0	0	2.6	36.8	34.2	10.5	5.3	7.9	2.6	0.0	0.0	0.0	0.0	16	86.1	12	36	
<b>TOTAL GDANSK</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>36.8</b>	<b>34.2</b>	<b>10.5</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>0.0</b>	<b>16</b>	<b>86.1</b>	<b>12</b>	<b>36</b>	
KRAKOW	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
KRAKOW	RYANAIR	S	36	0	0	0.0	27.8	33.3	16.7	19.4	2.8	0.0	0.0	0.0	0.0	0.0	17	88.2	9	34	
<b>TOTAL KRAKOW</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.9</b>	<b>34.2</b>	<b>15.8</b>	<b>18.4</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>16</b>	<b>88.2</b>	<b>9</b>	<b>34</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	38.9	33.3	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	16	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>33.3</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>0</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
WROCLAW	RYANAIR	S	18	0	0	5.6	38.9	33.3	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>38.9</b>	<b>33.3</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>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>8.0</b>	<b>33.9</b>	<b>33.0</b>	<b>10.7</b>	<b>8.9</b>	<b>4.5</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.5</b>	<b>9</b>	<b>86</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	CARPATAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
FARO	JET2.COM LTD	S	74	0	0	8.1	40.5	33.8	8.1	4.1	2.7	2.7	0.0	0.0	0.0	0.0	11	82.5	20	79	
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	90.9	4	44	
FARO	RYANAIR	S	44	0	0	0.0	25.0	56.8	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	93.2	3	44	
FARO	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	7	
<b>TOTAL FARO</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>34.7</b>	<b>42.4</b>	<b>10.2</b>	<b>4.2</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>10</b>	<b>87.6</b>	<b>11</b>	<b>176</b>	
<b>TOTAL PORTUGAL</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>34.7</b>	<b>42.4</b>	<b>10.2</b>	<b>4.2</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>10</b>	<b>87.6</b>	<b>11</b>	<b>176</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	70.0	69	10	
<b>TOTAL FUNCHAL</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>6</b>	<b>70.0</b>	<b>69</b>	<b>10</b>	
<b>TOTAL PORTUGAL</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>6</b>	<b>70.0</b>	<b>69</b>	<b>10</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	16	0	0	6.3	43.8	37.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	9	18	
<b>TOTAL BRATISLAVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.9</b>	<b>9</b>	<b>18</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>37.5</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>88.9</b>	<b>9</b>	<b>18</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

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	
<b>SPAIN</b>																					
ALICANTE	GAMA AVIATION (UK) LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1	
ALICANTE	JET2.COM LTD	S	93	0	1	8.5	31.9	25.5	10.6	6.4	12.8	2.1	1.1	0.0	0.0	1.1	23	76.1	17	92	
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	100.0	1	26		
ALICANTE	RYANAIR	S	60	0	1	1.6	21.3	47.5	16.4	6.6	3.3	1.6	0.0	0.0	1.6	15	93.5	4	62		
<b>TOTAL ALICANTE</b>			<b>153</b>	<b>0</b>	<b>2</b>	<b>5.8</b>	<b>27.7</b>	<b>34.2</b>	<b>12.9</b>	<b>6.5</b>	<b>9.0</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>20</b>	<b>85.1</b>	<b>10</b>	<b>181</b>	
ALMERIA	JET2.COM LTD	S	18	0	0	5.6	55.6	33.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	10	
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>10</b>	
BARCELONA	JET2.COM LTD	S	34	0	0	5.9	20.6	44.1	14.7	11.8	2.9	0.0	0.0	0.0	0.0	0.0	12	64.7	15	34	
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	76.9	17	26		
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>20.6</b>	<b>44.1</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>0.0</b>	<b>12</b>	<b>70.0</b>	<b>16</b>	<b>60</b>	
GIRONA	JET2.COM LTD	S	16	0	0	18.8	25.0	31.3	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	12	18	
GIRONA	RYANAIR	S	16	0	0	0.0	12.5	56.3	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	15	66.7	11	18	
<b>TOTAL GIRONA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>18.8</b>	<b>43.8</b>	<b>15.6</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.2</b>	<b>11</b>	<b>36</b>	
IBIZA	JET2.COM LTD	S	38	0	0	5.3	28.9	44.7	13.2	5.3	2.6	0.0	0.0	0.0	0.0	0.0	10	68.4	11	38	
IBIZA	RYANAIR	S	18	0	0	16.7	33.3	38.9	0.0	5.6	0.0	5.6	0.0	0.0	0.0	0.0	11	100.0	3	16	
IBIZA	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	42.9	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	28	77.8	17	9	
<b>TOTAL IBIZA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>30.2</b>	<b>42.9</b>	<b>7.9</b>	<b>4.8</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>12</b>	<b>77.8</b>	<b>10</b>	<b>63</b>	
MAHON	JET2.COM LTD	S	14	0	0	0.0	0.0	57.1	0.0	28.6	14.3	0.0	0.0	0.0	0.0	0.0	31	64.3	10	14	
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	88.9	8	18		
MAHON	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	57.1	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	23	42.9	38	7	
<b>TOTAL MAHON</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>57.1</b>	<b>9.5</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>28</b>	<b>71.8</b>	<b>14</b>	<b>39</b>	
MALAGA	JET2.COM LTD	S	93	0	1	8.5	31.9	31.9	10.6	11.7	2.1	1.1	0.0	1.1	0.0	1.1	15	83.7	6	86	
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	84.6	5	26		
MALAGA	RYANAIR	S	72	0	0	0.0	15.3	43.1	22.2	9.7	4.2	5.6	0.0	0.0	0.0	0.0	23	88.9	4	72	
MALAGA	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	7	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>172</b>	<b>0</b>	<b>1</b>	<b>4.6</b>	<b>24.3</b>	<b>38.2</b>	<b>15.6</b>	<b>10.4</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>18</b>	<b>85.9</b>	<b>5</b>	<b>184</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	26	0	0	11.5	34.6	26.9	7.7	3.8	15.4	0.0	0.0	0.0	0.0	0.0	19	92.3	3	26	
MURCIA SAN JAVIER	RYANAIR	S	16	0	0	6.3	6.3	56.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	28	18	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>9.5</b>	<b>23.8</b>	<b>38.1</b>	<b>14.3</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>16</b>	<b>86.4</b>	<b>14</b>	<b>44</b>	
PALMA DE MALLORCA	AIR EUROPA	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
PALMA DE MALLORCA	AIR ONE	C	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	8	0.0	0	0	
PALMA DE MALLORCA	JET2.COM LTD	S	81	0	0	7.4	29.6	40.7	7.4	6.2	3.7	1.2	2.5	1.2	0.0	0.0	22	81.9	8	71	
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	73.1	10	26		
PALMA DE MALLORCA	RYANAIR	S	54	0	0	1.9	16.7	37.0	20.4	13.0	9.3	1.9	0.0	0.0	0.0	0.0	21	59.3	25	54	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	35	0	0	0.0	5.7	51.4	17.1	5.7	14.3	5.7	0.0	0.0	0.0	0.0	29	72.7	16	33	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 PALMA DE MALLORCA</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>20.0</b>	<b>42.3</b>	<b>13.1</b>	<b>8.6</b>	<b>7.4</b>	<b>2.3</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>72.4</b>	<b>14</b>	<b>184</b>	
REUS	JET2.COM LTD	S	18	0	0	11.1	22.2	38.9	16.7	0.0	5.6	0.0	5.6	0.0	0.0	0.0	20	95.0	2	20	
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>38.9</b>	<b>16.7</b>	<b>0.0</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>20</b>	<b>95.0</b>	<b>2</b>	<b>20</b>	
<b>TOTAL SPAIN</b>			<b>728</b>	<b>0</b>	<b>3</b>	<b>5.7</b>	<b>24.1</b>	<b>39.7</b>	<b>13.3</b>	<b>8.1</b>	<b>6.2</b>	<b>1.8</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>80.0</b>	<b>11</b>	<b>821</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	42	0	0	14.3	45.2	28.6	7.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	77.1	13	35	
ARRECIFE	RYANAIR	S	28	0	0	7.1	35.7	35.7	7.1	7.1	3.6	3.6	0.0	0.0	0.0	0.0	14	96.2	1	26	
<b>TOTAL ARRECIFE</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>11.4</b>	<b>41.4</b>	<b>31.4</b>	<b>7.1</b>	<b>5.7</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>8</b>	<b>85.2</b>	<b>8</b>	<b>61</b>	
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	27.8	44.4	11.1	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	88.9	5	18	
FUERTEVENTURA	RYANAIR	S	16	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	94.4	3	18	
<b>TOTAL FUERTEVENTURA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>35.3</b>	<b>29.4</b>	<b>8.8</b>	<b>2.9</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>11</b>	<b>91.7</b>	<b>4</b>	<b>36</b>	
LAS PALMAS	JET2.COM LTD	S	30	0	0	10.0	43.3	33.3	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	8	83.3	14	30	
LAS PALMAS	RYANAIR	S	18	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	93.8	2	16	
<b>TOTAL LAS PALMAS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>41.7</b>	<b>12.5</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>0.0</b>	<b>10</b>	<b>87.0</b>	<b>10</b>	<b>46</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	46	0	0	8.7	52.2	28.3	4.3	2.2	4.3	0.0	0.0	0.0	0.0	0.0	7	87.0	5	44	
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	84.2	5	19	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	11.5	34.6	50.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	4	28	
TENERIFE (SURREINA SOFIA)	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	22	87.5	4	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>42.5</b>	<b>36.3</b>	<b>5.0</b>	<b>1.3</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>88.1</b>	<b>5</b>	<b>99</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>38.8</b>	<b>34.9</b>	<b>7.8</b>	<b>3.4</b>	<b>4.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>87.7</b>	<b>6</b>	<b>242</b>	
<b>TURKEY</b>																					
ANTALYA	JET2.COM LTD	S	17	0	0	0.0	11.8	52.9	17.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	24	76.9	9	13	
ANTALYA	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	27.8	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
<b>TOTAL ANTALYA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>20.0</b>	<b>31.4</b>	<b>20.0</b>	<b>14.3</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>25</b>	<b>76.9</b>	<b>9</b>	<b>13</b>	
BODRUM (MILAS)	JET2.COM LTD	S	10	0	0	10.0	0.0	50.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	1	8	
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>0.0</b>	<b>50.0</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>100.0</b>	<b>1</b>	<b>8</b>	
DALAMAN	JET2.COM LTD	S	16	0	0	6.3	25.0	31.3	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	72.2	24	18	
DALAMAN	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	
DALAMAN	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	16.7	44.4	0.0	0.0	27.8	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
DALAMAN	TUI AIRWAYS LTD	C	3	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	
<b>TOTAL DALAMAN</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>18.9</b>	<b>35.1</b>	<b>5.4</b>	<b>5.4</b>	<b>27.0</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>84.8</b>	<b>12</b>	<b>46</b>	
<b>TOTAL TURKEY</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>17.1</b>	<b>35.4</b>	<b>13.4</b>	<b>11.0</b>	<b>15.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>85.1</b>	<b>10</b>	<b>67</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	EASTERN AIRWAYS	S	109	0	28	10.2	20.4	23.4	5.1	7.3	4.4	2.9	5.8	0.0	0.0	20.4	33	73.5	17	120	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LEEDS BRADFORD (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 ABERDEEN</b>			<b>109</b>	<b>0</b>	<b>28</b>	<b>10.2</b>	<b>20.4</b>	<b>23.4</b>	<b>5.1</b>	<b>7.3</b>	<b>4.4</b>	<b>2.9</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>20.4</b>	<b>33</b>	<b>73.5</b>	<b>17</b>	<b>120</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	248	0	2	0.0	54.4	33.2	3.2	2.0	4.8	1.2	0.4	0.0	0.0	0.8	9	92.9	5	238
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>54.4</b>	<b>33.2</b>	<b>3.2</b>	<b>2.0</b>	<b>4.8</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>9</b>	<b>92.9</b>	<b>5</b>	<b>238</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>
FARNBOROUGH	EFS EUROPEAN FLIGHT SERVICE AB	C	0	0	0	0.0	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 FARNBOROUGH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>54</b>	<b>1</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	69.2	24	72
<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>69.2</b>	<b>24</b>	<b>72</b>
GUERNSEY	AURIGNY AIR SERVICES	S	8	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	38
<b>TOTAL GUERNSEY</b>			<b>8</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>100.0</b>	<b>1</b>	<b>38</b>
HEATHROW	BRITISH AIRWAYS PLC	S	86	0	0	4.7	59.3	26.7	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.3	7	163
<b>TOTAL HEATHROW</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>59.3</b>	<b>26.7</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>85.3</b>	<b>7</b>	<b>163</b>
HUMBERSIDE	EASTERN AIRWAYS	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1
HUMBERSIDE	FLYBE LTD	S	2	0	1	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	14	0.0	0	0
<b>TOTAL HUMBERSIDE</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>9</b>	<b>0.0</b>	<b>18</b>	<b>1</b>
JERSEY	JET2.COM LTD	S	14	0	0	0.0	64.3	21.4	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	22	80.0	6	10
<b>TOTAL JERSEY</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>64.3</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>0.0</b>	<b>22</b>	<b>80.0</b>	<b>6</b>	<b>10</b>
MANCHESTER	JET2.COM LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>1</b>
NEWQUAY	FLYBE LTD	S	26	0	2	0.0	46.4	35.7	7.1	3.6	0.0	0.0	0.0	0.0	0.0	7.1	4	97.7	1	44
<b>TOTAL NEWQUAY</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>46.4</b>	<b>35.7</b>	<b>7.1</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>4</b>	<b>97.7</b>	<b>1</b>	<b>44</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	0.0	33	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>0.0</b>	<b>33</b>	<b>2</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	148	1	26	30.3	10.9	32.0	2.9	4.6	2.9	0.6	0.6	0.0	0.6	14.9	9	70.1	17	154
<b>TOTAL SOUTHAMPTON</b>			<b>148</b>	<b>1</b>	<b>26</b>	<b>30.3</b>	<b>10.9</b>	<b>32.0</b>	<b>2.9</b>	<b>4.6</b>	<b>2.9</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>14.9</b>	<b>9</b>	<b>70.1</b>	<b>17</b>	<b>154</b>
<b>TOTAL UNITED KINGDOM</b>			<b>643</b>	<b>1</b>	<b>59</b>	<b>10.2</b>	<b>37.1</b>	<b>29.9</b>	<b>4.7</b>	<b>3.4</b>	<b>3.3</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.1</b>	<b>8.4</b>	<b>12</b>	<b>82.1</b>	<b>11</b>	<b>844</b>
Unknown																				
Unknown	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	85.7	7	7
<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>85.7</b>	<b>7</b>	<b>7</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>85.7</b>	<b>7</b>	<b>7</b>
<b>TOTAL LEEDS BRADFORD</b>			<b>3002</b>	<b>2</b>	<b>74</b>	<b>7.4</b>	<b>32.3</b>	<b>35.3</b>	<b>8.9</b>	<b>6.4</b>	<b>5.0</b>	<b>1.3</b>	<b>0.8</b>	<b>0.1</b>	<b>0.1</b>	<b>2.4</b>	<b>15</b>	<b>83.1</b>	<b>10</b>	<b>3354</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

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

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	
<b>AUSTRALIA</b>																					
SYDNEY	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	0.0	25	1	
<b>TOTAL SYDNEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 AUSTRALIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>BULGARIA</b>																					
SOFIA	RYANAIR	S	18	0	0	5.6	11.1	38.9	0.0	16.7	22.2	5.6	0.0	0.0	0.0	0.0	35	88.9	4	18	
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>38.9</b>	<b>0.0</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>35</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>38.9</b>	<b>0.0</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>35</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
<b>CYPRUS</b>																					
LARNACA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	22.2	44.4	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	19	66.7	24	18	
<b>TOTAL LARNACA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>44.4</b>	<b>5.6</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>19</b>	<b>66.7</b>	<b>24</b>	<b>18</b>	
<b>TOTAL CYPRUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>44.4</b>	<b>5.6</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>19</b>	<b>66.7</b>	<b>24</b>	<b>18</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	RYANAIR	S	34	0	0	0.0	11.8	44.1	8.8	26.5	8.8	0.0	0.0	0.0	0.0	0.0	26	86.1	7	36	
<b>TOTAL PRAGUE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>44.1</b>	<b>8.8</b>	<b>26.5</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>86.1</b>	<b>7</b>	<b>36</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>44.1</b>	<b>8.8</b>	<b>26.5</b>	<b>8.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>86.1</b>	<b>7</b>	<b>36</b>	
<b>DENMARK</b>																					
ROSKILDE	AIR ALSIE	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0	
<b>TOTAL ROSKILDE</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>53</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>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>53</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>																					
BERGERAC	RYANAIR	S	16	0	2	0.0	33.3	44.4	5.6	0.0	5.6	0.0	0.0	0.0	0.0	11.1	6	100.0	1	18	
<b>TOTAL BERGERAC</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</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>11.1</b>	<b>6</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	22	0	2	12.5	41.7	8.3	12.5	0.0	12.5	4.2	0.0	0.0	0.0	8.3	23	66.7	12	12	
<b>TOTAL BORDEAUX</b>			<b>22</b>	<b>0</b>	<b>2</b>	<b>12.5</b>	<b>41.7</b>	<b>8.3</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.3</b>	<b>23</b>	<b>66.7</b>	<b>12</b>	<b>12</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	60	0	2	4.8	41.9	24.2	14.5	9.7	1.6	0.0	0.0	0.0	0.0	3.2	11	78.6	13	70	
<b>TOTAL NICE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>4.8</b>	<b>41.9</b>	<b>24.2</b>	<b>14.5</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>3.2</b>	<b>11</b>	<b>78.6</b>	<b>13</b>	<b>70</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	61	0	0	0.0	39.3	24.6	14.8	3.3	9.8	6.6	1.6	0.0	0.0	0.0	28	77.4	17	62	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.3</b>	<b>24.6</b>	<b>14.8</b>	<b>3.3</b>	<b>9.8</b>	<b>6.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>77.4</b>	<b>17</b>	<b>62</b>	
TARBES-LOURDES INTERNATIONAL	AIR ONE	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	
TARBES-LOURDES INTERNATIONAL	CELLO 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	27	0.0	0	0	
TARBES-LOURDES 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	100.0	5	2		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</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>51</b>	<b>100.0</b>	<b>5</b>	<b>2</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>TOTAL FRANCE</b>			<b>161</b>	<b>0</b>	<b>6</b>	<b>3.6</b>	<b>39.5</b>	<b>24.0</b>	<b>13.8</b>	<b>4.8</b>	<b>7.2</b>	<b>3.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>19</b>	<b>79.9</b>	<b>13</b>	<b>164</b>	
<b>GERMANY</b>																					
<b>BERLIN (SCHONEFELD)</b>	EASYJET AIRLINE COMPANY LTD	S	44	0	0	20.5	50.0	11.4	11.4	2.3	2.3	2.3	0.0	0.0	0.0	0.0	10	95.5	2	44	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>50.0</b>	<b>11.4</b>	<b>11.4</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>0.0</b>	<b>10</b>	<b>95.5</b>	<b>2</b>	<b>44</b>	
<b>HAMBURG</b>	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	88.9	6	36	
<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>88.9</b>	<b>6</b>	<b>36</b>	
<b>TOTAL GERMANY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>50.0</b>	<b>11.4</b>	<b>11.4</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>0.0</b>	<b>10</b>	<b>92.5</b>	<b>3</b>	<b>80</b>	
<b>GREECE</b>																					
<b>RHODES</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	27.8	44.4	16.7	0.0	5.6	0.0	0.0	5.6	0.0	0.0	36	66.7	17	18	
<b>TOTAL RHODES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>16.7</b>	<b>0.0</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>36</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
<b>THIRA (SANTORINI)</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>TOTAL THIRA (SANTORINI)</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>ZAKINTHOS</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	27.8	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	91.7	6	12	
<b>TOTAL ZAKINTHOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>33.3</b>	<b>16.7</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.7</b>	<b>6</b>	<b>12</b>	
<b>TOTAL GREECE</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>27.0</b>	<b>37.8</b>	<b>18.9</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>76.7</b>	<b>12</b>	<b>30</b>	
<b>HUNGARY</b>																					
<b>BUDAPEST</b>	WIZZ AIR	S	28	0	0	7.1	25.0	32.1	17.9	7.1	10.7	0.0	0.0	0.0	0.0	0.0	18	88.5	5	26	
<b>TOTAL BUDAPEST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>32.1</b>	<b>17.9</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>18</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
<b>TOTAL HUNGARY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>25.0</b>	<b>32.1</b>	<b>17.9</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>18</b>	<b>88.5</b>	<b>5</b>	<b>26</b>	
<b>IRISH REPUBLIC</b>																					
<b>CORK</b>	RYANAIR	S	34	0	0	5.9	50.0	41.2	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	97.1	0	34	
<b>TOTAL CORK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>50.0</b>	<b>41.2</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>0.0</b>	<b>2</b>	<b>97.1</b>	<b>0</b>	<b>34</b>	
<b>DUBLIN</b>	RYANAIR	S	210	0	0	1.0	32.4	41.4	10.0	8.6	4.8	1.4	0.5	0.0	0.0	0.0	15	85.8	6	212	
<b>TOTAL DUBLIN</b>			<b>210</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>32.4</b>	<b>41.4</b>	<b>10.0</b>	<b>8.6</b>	<b>4.8</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.8</b>	<b>6</b>	<b>212</b>	
<b>IRELAND WEST(KNOCK)</b>	RYANAIR	S	42	0	0	4.8	31.0	50.0	9.5	0.0	0.0	0.0	4.8	0.0	0.0	0.0	15	97.7	2	44	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>31.0</b>	<b>50.0</b>	<b>9.5</b>	<b>0.0</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>15</b>	<b>97.7</b>	<b>2</b>	<b>44</b>	
<b>SHANNON</b>	RYANAIR	S	12	0	0	16.7	33.3	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL SHANNON</b>			<b>12</b>	<b>0</b>	<b>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>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>34.2</b>	<b>42.3</b>	<b>8.7</b>	<b>6.7</b>	<b>3.4</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>89.0</b>	<b>4</b>	<b>290</b>	
<b>ITALY</b>																					
<b>BARI (PALESE)</b>	RYANAIR	S	18	0	0	5.6	16.7	50.0	16.7	0.0	5.6	5.6	0.0	0.0	0.0	0.0	18	94.4	4	18	
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>16.7</b>	<b>50.0</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>18</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>BERGAMO</b>	BLUE AIR TRANSPORT AERIAN	S	16	0	0	0.0	43.8	43.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	97.2	1	36	
<b>TOTAL BERGAMO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>43.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>97.2</b>	<b>1</b>	<b>36</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
MILAN (MALPENSA)	RYANAIR	S	26	0	0	0.0	11.5	34.6	3.8	7.7	30.8	11.5	0.0	0.0	0.0	0.0	47	0.0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.5</b>	<b>34.6</b>	<b>3.8</b>	<b>7.7</b>	<b>30.8</b>	<b>11.5</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>	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	55.6	11.1	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	88.5	7	26	
<b>TOTAL NAPLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>55.6</b>	<b>11.1</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>88.5</b>	<b>7</b>	<b>26</b>	
PISA	RYANAIR	S	16	0	0	12.5	43.8	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	34	18	
<b>TOTAL PISA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>43.8</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>50.0</b>	<b>34</b>	<b>18</b>	
ROME (FIUMICINO)	BLUE AIR TRANSPORT AERIAN	S	34	0	0	2.9	17.6	58.8	8.8	5.9	2.9	2.9	0.0	0.0	0.0	0.0	14	83.9	8	62	
ROME (FIUMICINO)	CELLO AVIATION LTD	C	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
ROME (FIUMICINO)	ENTER AIR	C	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
ROME (FIUMICINO)	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	10	0.0	0	0	
ROME (FIUMICINO)	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	3	0.0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.5</b>	<b>52.3</b>	<b>9.1</b>	<b>11.4</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>83.9</b>	<b>8</b>	<b>62</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	16	0	2	16.7	33.3	27.8	0.0	5.6	5.6	0.0	0.0	0.0	0.0	11.1	9	0.0	0	0	
<b>TOTAL VENICE</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>16.7</b>	<b>33.3</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>0.0</b>	<b>11.1</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>28.8</b>	<b>38.5</b>	<b>9.6</b>	<b>5.8</b>	<b>7.7</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>18</b>	<b>85.0</b>	<b>9</b>	<b>160</b>	
LATVIA																					
RIGA	WIZZ AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	72.2	12	18	
<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>72.2</b>	<b>12</b>	<b>18</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>72.2</b>	<b>12</b>	<b>18</b>	
LITHUANIA																					
VILNIUS	RYANAIR	S	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	1	88.9	5	18	
<b>TOTAL VILNIUS</b>			<b>16</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>88.9</b>	<b>5</b>	<b>18</b>	
<b>TOTAL LITHUANIA</b>			<b>16</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>88.9</b>	<b>5</b>	<b>18</b>	
MALTA																					
MALTA	RYANAIR	S	17	0	0	0.0	23.5	47.1	11.8	5.9	0.0	11.8	0.0	0.0	0.0	0.0	22	94.4	3	18	
<b>TOTAL MALTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>47.1</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
<b>TOTAL MALTA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.5</b>	<b>47.1</b>	<b>11.8</b>	<b>5.9</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>94.4</b>	<b>3</b>	<b>18</b>	
MOROCCO																					
MARRAKESH	RYANAIR	S	16	0	0	0.0	43.8	56.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	4	18	
<b>TOTAL MARRAKESH</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>56.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
<b>TOTAL MOROCCO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>43.8</b>	<b>56.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
NETHERLANDS																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	106	0	0	3.8	64.2	19.8	2.8	5.7	3.8	0.0	0.0	0.0	0.0	0.0	8	72.4	11	134	
<b>TOTAL AMSTERDAM</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>64.2</b>	<b>19.8</b>	<b>2.8</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>0.0</b>	<b>8</b>	<b>72.4</b>	<b>11</b>	<b>134</b>	
<b>TOTAL NETHERLANDS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>64.2</b>	<b>19.8</b>	<b>2.8</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>0.0</b>	<b>8</b>	<b>72.4</b>	<b>11</b>	<b>134</b>	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

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

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	
<b>NORWAY</b>																					
ALESUND	WIDEROE FLYVESELSKAP A/S	C	0	0	0	0.0	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 ALESUND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
OSLO (GARDERMOEN)	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	13	100.0	0	2	
OSLO (GARDERMOEN)	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	4	0.0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</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>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL NORWAY</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>5</b>	<b>4</b>	
<b>POLAND</b>																					
GDANSK	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	
GDANSK	WIZZ AIR	S	26	0	0	7.7	34.6	34.6	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	17	76.5	8	34	
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>34.6</b>	<b>34.6</b>	<b>7.7</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>77.1</b>	<b>7</b>	<b>35</b>	
KATOWICE	WIZZ AIR	S	18	0	0	5.6	66.7	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	18	
<b>TOTAL KATOWICE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>66.7</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>0</b>	<b>100.0</b>	<b>3</b>	<b>18</b>	
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	26	0	0	7.7	50.0	34.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.2	2	26	
KRAKOW	RYANAIR	S	26	0	0	0.0	46.2	30.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	92.9	3	28	
<b>TOTAL KRAKOW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>48.1</b>	<b>32.7</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>0.0</b>	<b>7</b>	<b>94.4</b>	<b>2</b>	<b>54</b>	
LUBLIN (PORT LOTNICZY)	WIZZ AIR	S	18	0	0	0.0	11.1	38.9	16.7	27.8	5.6	0.0	0.0	0.0	0.0	0.0	20	62.5	72	8	
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>38.9</b>	<b>16.7</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>62.5</b>	<b>72</b>	<b>8</b>	
POZNAN	RYANAIR	S	18	0	0	11.1	33.3	27.8	11.1	5.6	11.1	0.0	0.0	0.0	0.0	0.0	16	94.4	4	18	
<b>TOTAL POZNAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	18	0	0	0.0	33.3	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	17	16	
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>44.4</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>75.0</b>	<b>17</b>	<b>16</b>	
WARSAW (CHOPIN)	WIZZ AIR	S	26	0	0	0.0	30.8	46.2	11.5	3.8	7.7	0.0	0.0	0.0	0.0	0.0	15	100.0	1	26	
<b>TOTAL WARSAW (CHOPIN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>30.8</b>	<b>46.2</b>	<b>11.5</b>	<b>3.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>1</b>	<b>26</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	36	0	0	0.0	38.9	50.0	2.8	0.0	0.0	8.3	0.0	0.0	0.0	0.0	13	97.2	1	36	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.9</b>	<b>50.0</b>	<b>2.8</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>0.0</b>	<b>13</b>	<b>97.2</b>	<b>1</b>	<b>36</b>	
WROCLAW	RYANAIR	S	28	0	0	3.6	35.7	32.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	80.8	6	26	
<b>TOTAL WROCLAW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>35.7</b>	<b>32.1</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>0.0</b>	<b>10</b>	<b>80.8</b>	<b>6</b>	<b>26</b>	
<b>TOTAL POLAND</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>38.3</b>	<b>37.5</b>	<b>10.0</b>	<b>5.8</b>	<b>2.9</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>89.5</b>	<b>7</b>	<b>237</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	70	0	0	4.3	50.0	31.4	4.3	2.9	7.1	0.0	0.0	0.0	0.0	0.0	9	84.3	10	70	
FARO	RYANAIR	S	62	0	0	3.2	29.0	48.4	1.6	8.1	6.5	3.2	0.0	0.0	0.0	0.0	17	91.9	5	62	
<b>TOTAL FARO</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>40.2</b>	<b>39.4</b>	<b>3.0</b>	<b>5.3</b>	<b>6.8</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>87.9</b>	<b>8</b>	<b>132</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
LISBON	EASYJET AIRLINE COMPANY LTD	S	34	0	0	2.9	32.4	41.2	14.7	2.9	5.9	0.0	0.0	0.0	0.0	0.0	12	86.1	6	36	
<b>TOTAL LISBON</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>32.4</b>	<b>41.2</b>	<b>14.7</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>12</b>	<b>86.1</b>	<b>6</b>	<b>36</b>	
OPORTO (PORTUGAL)	RYANAIR	S	16	0	0	6.3	25.0	62.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	94.4	2	18	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>62.5</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>4</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>37.4</b>	<b>41.8</b>	<b>5.5</b>	<b>4.4</b>	<b>6.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.2</b>	<b>7</b>	<b>186</b>	
<b>ROMANIA</b>																					
BACAU	BLUE AIR TRANSPORT AERIAN	S	18	0	0	38.9	27.8	22.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	94.4	2	18	
<b>TOTAL BACAU</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>38.9</b>	<b>27.8</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>94.4</b>	<b>2</b>	<b>18</b>	
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	26	0	0	26.9	7.7	42.3	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	36	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>26.9</b>	<b>7.7</b>	<b>42.3</b>	<b>19.2</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>9</b>	<b>100.0</b>	<b>1</b>	<b>36</b>	
CLUJ NAPOCA	BLUE AIR TRANSPORT AERIAN	S	18	0	0	5.6	44.4	38.9	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	7	77.8	9	18	
<b>TOTAL CLUJ NAPOCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</b>	<b>38.9</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>0.0</b>	<b>7</b>	<b>77.8</b>	<b>9</b>	<b>18</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	72.2	11	18	
<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>72.2</b>	<b>11</b>	<b>18</b>	
<b>TOTAL ROMANIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>24.2</b>	<b>35.5</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>0.0</b>	<b>8</b>	<b>88.9</b>	<b>5</b>	<b>90</b>	
<b>SPAIN</b>																					
ALICANTE	BLUE AIR TRANSPORT AERIAN	S	30	0	0	6.7	16.7	43.3	16.7	3.3	10.0	0.0	3.3	0.0	0.0	0.0	21	96.2	2	26	
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	60	0	2	6.5	29.0	38.7	8.1	6.5	8.1	0.0	0.0	0.0	0.0	3.2	14	80.6	8	61	
ALICANTE	RYANAIR	S	78	0	2	1.3	12.5	61.3	12.5	5.0	3.8	1.3	0.0	0.0	0.0	2.5	14	82.1	8	78	
<b>TOTAL ALICANTE</b>			<b>168</b>	<b>0</b>	<b>4</b>	<b>4.1</b>	<b>19.2</b>	<b>50.0</b>	<b>11.6</b>	<b>5.2</b>	<b>6.4</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>15</b>	<b>83.7</b>	<b>7</b>	<b>165</b>	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	104	0	4	6.5	40.7	29.6	7.4	5.6	3.7	2.8	0.0	0.0	0.0	3.7	13	84.8	8	105	
BARCELONA	RYANAIR	S	62	0	0	1.6	25.8	40.3	8.1	16.1	4.8	3.2	0.0	0.0	0.0	0.0	21	85.5	12	62	
<b>TOTAL BARCELONA</b>			<b>166</b>	<b>0</b>	<b>4</b>	<b>4.7</b>	<b>35.3</b>	<b>33.5</b>	<b>7.6</b>	<b>9.4</b>	<b>4.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>16</b>	<b>85.0</b>	<b>9</b>	<b>167</b>	
GIRONA	RYANAIR	S	18	0	0	0.0	27.8	44.4	22.2	0.0	5.6	0.0	0.0	0.0	0.0	0.0	12	77.8	8	18	
<b>TOTAL GIRONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>77.8</b>	<b>8</b>	<b>18</b>	
IBIZA	RYANAIR	S	26	0	0	3.8	26.9	46.2	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	15	96.4	3	28	
IBIZA	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	42.9	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
IBIZA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	9	
<b>TOTAL IBIZA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>24.2</b>	<b>45.5</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>19</b>	<b>89.2</b>	<b>5</b>	<b>37</b>	
MADRID	EASYJET AIRLINE COMPANY LTD	S	34	0	0	2.9	47.1	23.5	17.6	2.9	0.0	2.9	2.9	0.0	0.0	0.0	15	71.0	29	62	
<b>TOTAL MADRID</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>47.1</b>	<b>23.5</b>	<b>17.6</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>15</b>	<b>71.0</b>	<b>29</b>	<b>62</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	9.7	56.5	22.6	8.1	1.6	1.6	0.0	0.0	0.0	0.0	0.0	5	95.2	5	63	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

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

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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	GAINJET AVIATION	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
MALAGA	RYANAIR	S	98	0	0	6.1	29.6	49.0	10.2	1.0	4.1	0.0	0.0	0.0	0.0	0.0	8	92.9	4	98
<b>TOTAL MALAGA</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>39.8</b>	<b>39.1</b>	<b>9.3</b>	<b>1.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>93.8</b>	<b>4</b>	<b>161</b>
PALMA DE MALLORCA	AIR ONE	C	9	0	0	11.1	11.1	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	113	0	2	8.7	40.9	23.5	8.7	11.3	0.9	3.5	0.9	0.0	0.0	1.7	15	79.8	12	124
PALMA DE MALLORCA	RYANAIR	S	60	0	2	4.8	19.4	43.5	11.3	11.3	6.5	0.0	0.0	0.0	0.0	3.2	15	90.3	7	62
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	20	16
<b>TOTAL PALMA DE MALLORCA</b>			<b>182</b>	<b>0</b>	<b>4</b>	<b>7.5</b>	<b>32.3</b>	<b>31.7</b>	<b>9.1</b>	<b>11.3</b>	<b>3.2</b>	<b>2.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>15</b>	<b>80.7</b>	<b>11</b>	<b>202</b>
REUS	RYANAIR	S	18	0	0	0.0	16.7	55.6	16.7	5.6	5.6	0.0	0.0	0.0	0.0	0.0	13	66.7	8	18
<b>TOTAL REUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>55.6</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>0.0</b>	<b>0.0</b>	<b>13</b>	<b>66.7</b>	<b>8</b>	<b>18</b>
<b>TOTAL SPAIN</b>			<b>780</b>	<b>0</b>	<b>12</b>	<b>5.4</b>	<b>31.4</b>	<b>38.6</b>	<b>10.2</b>	<b>6.3</b>	<b>4.7</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>14</b>	<b>84.0</b>	<b>10</b>	<b>830</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	50.0	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	82.4	14	17
ARRECIFE	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	5	100.0	1	18
<b>TOTAL ARRECIFE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>41.7</b>	<b>47.2</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>91.4</b>	<b>7</b>	<b>35</b>
FUERTEVENTURA	EASYJET AIRLINE COMPANY LTD	S	9	0	0	0.0	22.2	22.2	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	100.0	3	8
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	5.6	55.6	16.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	3	16
<b>TOTAL FUERTEVENTURA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>44.4</b>	<b>22.2</b>	<b>18.5</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>18</b>	<b>91.7</b>	<b>3</b>	<b>24</b>
LAS PALMAS	RYANAIR	S	18	0	0	0.0	33.3	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	18
<b>TOTAL LAS PALMAS</b>			<b>18</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>88.9</b>	<b>6</b>	<b>18</b>
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	0.0	67	1
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	11.5	23.1	61.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	5	28
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>23.1</b>	<b>61.5</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>0.0</b>	<b>0.0</b>	<b>4</b>	<b>82.8</b>	<b>7</b>	<b>29</b>
<b>TOTAL SPAIN(CANARY SWITZERLAND)</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>4.7</b>	<b>28.0</b>	<b>51.4</b>	<b>9.3</b>	<b>5.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.7</b>	<b>6</b>	<b>106</b>
<b>SWITZERLAND</b>																				
GENEVA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	2.3	56.8	27.3	2.3	6.8	2.3	0.0	2.3	0.0	0.0	0.0	12	85.3	5	34
<b>TOTAL GENEVA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>56.8</b>	<b>27.3</b>	<b>2.3</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.3</b>	<b>5</b>	<b>34</b>
<b>TOTAL SWITZERLAND</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>56.8</b>	<b>27.3</b>	<b>2.3</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>85.3</b>	<b>5</b>	<b>34</b>
<b>THAILAND</b>																				
BANGKOK SUVARNABHUMI	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	100.0	0	1
<b>TOTAL BANGKOK SUVARNABHUMI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL THAILAND</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 MAY 2018

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

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 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>TURKEY</b>																				
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	10	0	0	10.0	60.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	10
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</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>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>10</b>
<b>TOTAL TURKEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>60.0</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>0.0</b>	<b>1</b>	<b>100.0</b>	<b>0</b>	<b>10</b>
<b>UKRAINE</b>																				
KIEV (BORISPOL)	AIGLE AZUR	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	88	0.0	0	0
KIEV (BORISPOL)	AIR BUCHAREST	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	59	0.0	0	0
KIEV (BORISPOL)	AIR X CHARTER	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
KIEV (BORISPOL)	ARKEFLY	C	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	66	0.0	0	0
KIEV (BORISPOL)	AVIATION ASSISTANCE	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	22	0.0	0	0
KIEV (BORISPOL)	BLUE AIR TRANSPORT AERIAN	C	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
KIEV (BORISPOL)	CSA CZECH AIRLINES	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	10	0.0	0	0
KIEV (BORISPOL)	DANISH AIR TRANSPORT	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
KIEV (BORISPOL)	ENTER AIR	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
KIEV (BORISPOL)	ETHIOPIAN AIRLINES	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
KIEV (BORISPOL)	GAINJET AVIATION	C	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
KIEV (BORISPOL)	JORDAN AVIATION	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	45	0.0	0	0
KIEV (BORISPOL)	PROAIR AVIATION	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
KIEV (BORISPOL)	SOUTH AFRICAN AIRWAYS	C	4	0	0	0.0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	78	0.0	0	0
KIEV (BORISPOL)	THOMAS COOK AIRLINES LTD	C	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
KIEV (BORISPOL)	TITAN AIRWAYS LTD	C	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	46	0.0	0	0
KIEV (BORISPOL)	TRADE AIR	C	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	C	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
KIEV (BORISPOL)	VUELING AIRLINES	C	6	0	0	0.0	0.0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	78	0.0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.9</b>	<b>22.2</b>	<b>29.6</b>	<b>20.4</b>	<b>20.4</b>	<b>5.6</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>
KIEV (ZHULYANY)	ETHIOPIAN AIRLINES	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	225	0.0	0	0
KIEV (ZHULYANY)	GAINJET AVIATION	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
KIEV (ZHULYANY)	VUELING AIRLINES	C	2	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0
<b>TOTAL KIEV (ZHULYANY)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</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>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UKRAINE</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>1.7</b>	<b>22.4</b>	<b>27.6</b>	<b>19.0</b>	<b>20.7</b>	<b>5.2</b>	<b>1.7</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>UNITED KINGDOM</b>																				
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	60	0	0	0.0	60.0	30.0	0.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	8	96.8	2	62
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</b>	<b>30.0</b>	<b>0.0</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>8</b>	<b>96.8</b>	<b>2</b>	<b>62</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	293	0	0	1.4	66.6	17.4	4.8	4.1	3.8	0.7	1.4	0.0	0.0	0.0	11	81.9	10	319

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

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

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
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>66.6</b>	<b>17.4</b>	<b>4.8</b>	<b>4.1</b>	<b>3.8</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>81.9</b>	<b>10</b>	<b>319</b>
BOURNEMOUTH	JOTA AVIATION 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 BOURNEMOUTH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CARDIFF WALES	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	9	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>9</b>	<b>2</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	28	0	0	0.0	60.7	35.7	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	18	18
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.7</b>	<b>35.7</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>77.8</b>	<b>18</b>	<b>18</b>
GATWICK	BMI REGIONAL	C	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
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	10	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>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GLASGOW	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 GLASGOW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>9</b>	<b>1</b>
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	105	0	1	13.2	52.8	15.1	6.6	5.7	5.7	0.0	0.0	0.0	0.0	0.9	10	94.1	4	68
ISLE OF MAN	FLYBE LTD	S	212	0	4	3.2	48.1	37.5	3.7	3.2	1.4	0.5	0.5	0.0	0.0	1.9	7	86.7	13	215
<b>TOTAL ISLE OF MAN</b>			<b>317</b>	<b>0</b>	<b>5</b>	<b>6.5</b>	<b>49.7</b>	<b>30.1</b>	<b>4.7</b>	<b>4.0</b>	<b>2.8</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>8</b>	<b>88.5</b>	<b>10</b>	<b>283</b>
JERSEY	EASYJET AIRLINE COMPANY LTD	S	78	0	0	6.4	35.9	33.3	7.7	6.4	7.7	0.0	2.6	0.0	0.0	0.0	20	79.5	19	88
<b>TOTAL JERSEY</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>35.9</b>	<b>33.3</b>	<b>7.7</b>	<b>6.4</b>	<b>7.7</b>	<b>0.0</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>79.5</b>	<b>19</b>	<b>88</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	1
LUTON	EASTERN AIRWAYS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	52	2
LUTON	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	9	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>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>9</b>	<b>66.7</b>	<b>35</b>	<b>3</b>
MANCHESTER	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	13	0.0	0	0
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	100.0	0	1
<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>13</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
NEWQUAY	FLYBE 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	50.0	25	2
<b>TOTAL NEWQUAY</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>12</b>	<b>50.0</b>	<b>25</b>	<b>2</b>
SOUTHAMPTON	JOTA AVIATION 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
SOUTHAMPTON	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	50.0	12	2
<b>TOTAL SOUTHAMPTON</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>50.0</b>	<b>12</b>	<b>2</b>
STANSTED	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	2
STANSTED	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	0.0	48	1
<b>TOTAL STANSTED</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>66.7</b>	<b>20</b>	<b>3</b>
<b>TOTAL UNITED KINGDOM</b>			<b>786</b>	<b>0</b>	<b>5</b>	<b>3.8</b>	<b>55.2</b>	<b>26.2</b>	<b>4.9</b>	<b>4.4</b>	<b>3.5</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>84.8</b>	<b>11</b>	<b>784</b>

TOTAL LIVERPOOL (JOHN

3222 0 25 4.8 39.1 34.4 8.6 5.9 4.7 1.3 0.5 0.0 0.0 0.8 13 85.1 9 3311

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>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	96.9	3	160	
ANTWERP	TYROLEAN AIRWAYS	S	140	0	2	2.8	64.1	24.6	3.5	2.1	1.4	0.0	0.0	0.0	0.0	1.4	4	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>64.1</b>	<b>24.6</b>	<b>3.5</b>	<b>2.1</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>4</b>	<b>96.9</b>	<b>3</b>	<b>160</b>	
<b>TOTAL BELGIUM</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>2.8</b>	<b>64.1</b>	<b>24.6</b>	<b>3.5</b>	<b>2.1</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>4</b>	<b>96.9</b>	<b>3</b>	<b>160</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	BA CITYFLYER LTD	S	52	0	3	5.5	21.8	30.9	18.2	10.9	5.5	1.8	0.0	0.0	0.0	5.5	20	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>52</b>	<b>0</b>	<b>3</b>	<b>5.5</b>	<b>21.8</b>	<b>30.9</b>	<b>18.2</b>	<b>10.9</b>	<b>5.5</b>	<b>1.8</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>0</b>	<b>0</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>52</b>	<b>0</b>	<b>3</b>	<b>5.5</b>	<b>21.8</b>	<b>30.9</b>	<b>18.2</b>	<b>10.9</b>	<b>5.5</b>	<b>1.8</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>0</b>	<b>0</b>	
<b>DENMARK</b>																					
BILLUND	SUN AIR OF SCANDINAVIA	S	80	0	0	3.8	53.8	23.8	3.8	11.3	3.8	0.0	0.0	0.0	0.0	0.0	11	95.0	3	80	
<b>TOTAL BILLUND</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>23.8</b>	<b>3.8</b>	<b>11.3</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>11</b>	<b>95.0</b>	<b>3</b>	<b>80</b>	
<b>TOTAL DENMARK</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>53.8</b>	<b>23.8</b>	<b>3.8</b>	<b>11.3</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>11</b>	<b>95.0</b>	<b>3</b>	<b>80</b>	
<b>FRANCE</b>																					
AVIGNON	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	75.0	9	8	
<b>TOTAL AVIGNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>8</b>	
BERGERAC	BA CITYFLYER LTD	S	24	0	0	12.5	37.5	29.2	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	65.4	17	26	
<b>TOTAL BERGERAC</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>29.2</b>	<b>20.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>65.4</b>	<b>17</b>	<b>26</b>	
NICE	BA CITYFLYER LTD	S	63	0	0	3.2	23.8	23.8	19.0	14.3	11.1	3.2	1.6	0.0	0.0	0.0	30	78.1	10	64	
<b>TOTAL NICE</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>23.8</b>	<b>23.8</b>	<b>19.0</b>	<b>14.3</b>	<b>11.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>78.1</b>	<b>10</b>	<b>64</b>	
PARIS (ORLY)	BA CITYFLYER LTD	S	146	0	4	18.0	40.7	22.7	8.7	4.0	3.3	0.0	0.0	0.0	0.0	2.7	8	0.0	0	0	
<b>TOTAL PARIS (ORLY)</b>			<b>146</b>	<b>0</b>	<b>4</b>	<b>18.0</b>	<b>40.7</b>	<b>22.7</b>	<b>8.7</b>	<b>4.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
QUIMPER	BA CITYFLYER LTD	S	12	0	2	0.0	14.3	14.3	14.3	0.0	28.6	14.3	0.0	0.0	0.0	14.3	51	66.7	16	12	
<b>TOTAL QUIMPER</b>			<b>12</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>51</b>	<b>66.7</b>	<b>16</b>	<b>12</b>	
TOULON / HYERES	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	65.0	12	20	
<b>TOTAL TOULON / HYERES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>65.0</b>	<b>12</b>	<b>20</b>	
<b>TOTAL FRANCE</b>			<b>245</b>	<b>0</b>	<b>6</b>	<b>12.7</b>	<b>34.7</b>	<b>23.1</b>	<b>12.7</b>	<b>6.0</b>	<b>6.4</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>16</b>	<b>72.3</b>	<b>12</b>	<b>130</b>	
<b>GERMANY</b>																					
BERLIN (TEGEL)	BA CITYFLYER LTD	S	138	0	2	3.6	45.0	26.4	8.6	6.4	7.9	0.7	0.0	0.0	0.0	1.4	14	67.4	16	138	
<b>TOTAL BERLIN (TEGEL)</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>45.0</b>	<b>26.4</b>	<b>8.6</b>	<b>6.4</b>	<b>7.9</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>14</b>	<b>67.4</b>	<b>16</b>	<b>138</b>	
DUSSELDORF	BA CITYFLYER LTD	S	163	0	8	4.1	48.5	22.2	5.8	5.3	5.8	3.5	0.0	0.0	0.0	4.7	15	87.7	8	138	
DUSSELDORF	FLYBE LTD	S	136	0	6	7.0	43.7	23.9	7.7	6.3	5.6	1.4	0.0	0.0	0.0	4.2	14	81.3	12	150	
DUSSELDORF	SUN AIR OF SCANDINAVIA	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	239	0.0	0	0	
<b>TOTAL DUSSELDORF</b>			<b>300</b>	<b>0</b>	<b>14</b>	<b>5.4</b>	<b>46.2</b>	<b>22.9</b>	<b>6.7</b>	<b>5.7</b>	<b>5.7</b>	<b>2.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>15</b>	<b>84.4</b>	<b>10</b>	<b>288</b>	
FRANKFURT MAIN	BA CITYFLYER LTD	S	213	0	10	5.4	38.6	19.3	7.2	10.3	12.6	1.3	0.9	0.0	0.0	4.5	21	83.7	11	184	
FRANKFURT MAIN	LUFTHANSA	S	142	0	12	1.3	33.1	23.4	11.0	13.6	9.1	0.6	0.0	0.0	0.0	7.8	20	74.7	13	158	
<b>TOTAL FRANKFURT MAIN</b>			<b>355</b>	<b>0</b>	<b>22</b>	<b>3.7</b>	<b>36.3</b>	<b>21.0</b>	<b>8.8</b>	<b>11.7</b>	<b>11.1</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>21</b>	<b>79.5</b>	<b>12</b>	<b>342</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 GERMANY</b>			<b>793</b>	<b>0</b>	<b>38</b>	<b>4.3</b>	<b>41.5</b>	<b>22.6</b>	<b>7.9</b>	<b>8.5</b>	<b>8.5</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>17</b>	<b>79.2</b>	<b>12</b>	<b>768</b>	
<b>IRISH REPUBLIC</b>																					
DUBLIN	BA CITYFLYER LTD	S	303	0	4	0.3	30.9	30.6	17.6	12.4	5.5	1.0	0.3	0.0	0.0	1.3	18	76.7	10	262	
DUBLIN	CITY JET	S	304	0	13	4.1	21.1	27.8	16.4	14.5	7.9	2.8	1.3	0.0	0.0	4.1	26	78.3	11	346	
DUBLIN	KLM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	3	
<b>TOTAL DUBLIN</b>			<b>607</b>	<b>0</b>	<b>17</b>	<b>2.2</b>	<b>26.0</b>	<b>29.2</b>	<b>17.0</b>	<b>13.5</b>	<b>6.7</b>	<b>1.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>22</b>	<b>77.6</b>	<b>11</b>	<b>611</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>607</b>	<b>0</b>	<b>17</b>	<b>2.2</b>	<b>26.0</b>	<b>29.2</b>	<b>17.0</b>	<b>13.5</b>	<b>6.7</b>	<b>1.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>22</b>	<b>77.6</b>	<b>11</b>	<b>611</b>	
<b>ITALY</b>																					
FLORENCE	BA CITYFLYER LTD	S	66	0	0	0.0	16.7	40.9	12.1	18.2	7.6	4.5	0.0	0.0	0.0	0.0	26	64.1	13	64	
FLORENCE	CITY JET	S	59	0	2	14.8	26.2	21.3	11.5	9.8	11.5	1.6	0.0	0.0	0.0	3.3	22	61.5	21	52	
FLORENCE	KLM	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	15	10	
<b>TOTAL FLORENCE</b>			<b>125</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>21.3</b>	<b>31.5</b>	<b>11.8</b>	<b>14.2</b>	<b>9.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>24</b>	<b>63.5</b>	<b>16</b>	<b>126</b>	
MILAN (LINATE)	ALITALIA (CAI)	S	308	0	6	9.6	39.5	29.3	7.3	7.6	4.1	0.6	0.0	0.0	0.0	1.9	11	86.7	6	263	
MILAN (LINATE)	BA CITYFLYER LTD	S	170	0	6	12.5	30.7	21.0	11.9	9.1	8.0	1.7	1.7	0.0	0.0	3.4	21	63.5	16	104	
<b>TOTAL MILAN (LINATE)</b>			<b>478</b>	<b>0</b>	<b>12</b>	<b>10.6</b>	<b>36.3</b>	<b>26.3</b>	<b>9.0</b>	<b>8.2</b>	<b>5.5</b>	<b>1.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>15</b>	<b>80.1</b>	<b>9</b>	<b>367</b>	
ROME (FIUMICINO)	ALITALIA (CAI)	S	0	0	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	54	
<b>TOTAL ROME (FIUMICINO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>77.8</b>	<b>9</b>	<b>54</b>	
VENICE	BA CITYFLYER LTD	S	26	0	0	0.0	19.2	50.0	19.2	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11	82.1	8	28	
<b>TOTAL VENICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>50.0</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>82.1</b>	<b>8</b>	<b>28</b>	
<b>TOTAL ITALY</b>			<b>629</b>	<b>0</b>	<b>14</b>	<b>9.5</b>	<b>32.7</b>	<b>28.3</b>	<b>10.0</b>	<b>9.5</b>	<b>6.1</b>	<b>1.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>16</b>	<b>76.3</b>	<b>10</b>	<b>575</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	LUXAIR	S	341	0	10	2.0	44.4	37.6	6.0	2.8	4.0	0.3	0.0	0.0	0.0	2.8	8	91.8	5	354	
<b>TOTAL LUXEMBOURG</b>			<b>341</b>	<b>0</b>	<b>10</b>	<b>2.0</b>	<b>44.4</b>	<b>37.6</b>	<b>6.0</b>	<b>2.8</b>	<b>4.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>8</b>	<b>91.8</b>	<b>5</b>	<b>354</b>	
<b>TOTAL LUXEMBOURG</b>			<b>341</b>	<b>0</b>	<b>10</b>	<b>2.0</b>	<b>44.4</b>	<b>37.6</b>	<b>6.0</b>	<b>2.8</b>	<b>4.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>8</b>	<b>91.8</b>	<b>5</b>	<b>354</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	BA CITYFLYER LTD	S	281	0	7	2.1	39.9	29.9	11.5	8.3	5.2	0.3	0.3	0.0	0.0	2.4	14	73.6	12	284	
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	64.1	13	117	
AMSTERDAM	FLYBE LTD	S	70	0	0	2.9	21.4	40.0	12.9	10.0	5.7	7.1	0.0	0.0	0.0	0.0	24	80.0	7	60	
AMSTERDAM	KLM	S	370	0	37	4.2	35.6	33.7	8.1	6.1	2.7	0.5	0.0	0.0	0.0	9.1	10	55.4	24	305	
<b>TOTAL AMSTERDAM</b>			<b>721</b>	<b>0</b>	<b>44</b>	<b>3.3</b>	<b>35.9</b>	<b>32.8</b>	<b>9.8</b>	<b>7.3</b>	<b>3.9</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>5.8</b>	<b>13</b>	<b>65.4</b>	<b>17</b>	<b>766</b>	
ROTTERDAM	BA CITYFLYER LTD	S	306	0	14	2.8	51.3	23.8	7.2	3.8	5.0	0.9	0.9	0.0	0.0	4.4	13	81.7	9	224	
<b>TOTAL ROTTERDAM</b>			<b>306</b>	<b>0</b>	<b>14</b>	<b>2.8</b>	<b>51.3</b>	<b>23.8</b>	<b>7.2</b>	<b>3.8</b>	<b>5.0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>13</b>	<b>81.7</b>	<b>9</b>	<b>224</b>	
<b>TOTAL NETHERLANDS</b>			<b>1027</b>	<b>0</b>	<b>58</b>	<b>3.1</b>	<b>40.5</b>	<b>30.1</b>	<b>9.0</b>	<b>6.3</b>	<b>4.2</b>	<b>1.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>13</b>	<b>69.1</b>	<b>15</b>	<b>990</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	BA CITYFLYER LTD	S	6	0	0	0.0	50.0	16.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	34	100.0	6	6	
<b>TOTAL FARO</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>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>100.0</b>	<b>6</b>	<b>6</b>	
LISBON	AIR PORTUGAL	S	88	0	1	1.1	10.1	33.7	22.5	19.1	10.1	2.2	0.0	0.0	0.0	1.1	27	0.0	0	0	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 LISBON</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>10.1</b>	<b>33.7</b>	<b>22.5</b>	<b>19.1</b>	<b>10.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>27</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	42	0	1	0.0	20.9	46.5	14.0	11.6	4.7	0.0	0.0	0.0	0.0	2.3	13	0.0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>20.9</b>	<b>46.5</b>	<b>14.0</b>	<b>11.6</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>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL</b>			<b>136</b>	<b>0</b>	<b>2</b>	<b>0.7</b>	<b>15.2</b>	<b>37.0</b>	<b>18.8</b>	<b>15.9</b>	<b>9.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>23</b>	<b>100.0</b>	<b>6</b>	<b>6</b>	
<b>SPAIN</b>																					
GRANADA	BA CITYFLYER LTD	S	23	0	0	0.0	39.1	39.1	13.0	4.3	4.3	0.0	0.0	0.0	0.0	0.0	11	61.5	17	26	
<b>TOTAL GRANADA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>39.1</b>	<b>39.1</b>	<b>13.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>61.5</b>	<b>17</b>	<b>26</b>	
IBIZA	BA CITYFLYER LTD	C	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
IBIZA	BA CITYFLYER LTD	S	91	0	0	0.0	28.6	39.6	12.1	15.4	2.2	0.0	2.2	0.0	0.0	0.0	19	60.4	19	91	
<b>TOTAL IBIZA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.3</b>	<b>40.2</b>	<b>12.0</b>	<b>15.2</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>19</b>	<b>60.4</b>	<b>19</b>	<b>91</b>	
MALAGA	BA CITYFLYER LTD	S	58	0	0	3.4	31.0	32.8	6.9	8.6	6.9	5.2	5.2	0.0	0.0	0.0	32	66.1	16	62	
<b>TOTAL MALAGA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>3.4</b>	<b>31.0</b>	<b>32.8</b>	<b>6.9</b>	<b>8.6</b>	<b>6.9</b>	<b>5.2</b>	<b>5.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>66.1</b>	<b>16</b>	<b>62</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	42	0	0	0.0	33.3	28.6	26.2	2.4	4.8	4.8	0.0	0.0	0.0	0.0	19	70.2	15	47	
<b>TOTAL PALMA DE MALLORCA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>28.6</b>	<b>26.2</b>	<b>2.4</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>19</b>	<b>70.2</b>	<b>15</b>	<b>47</b>	
<b>TOTAL SPAIN</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>31.2</b>	<b>35.8</b>	<b>13.5</b>	<b>9.8</b>	<b>4.2</b>	<b>2.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>64.2</b>	<b>17</b>	<b>226</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	82.6	7	86	
<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>82.6</b>	<b>7</b>	<b>86</b>	
BERNE	SKY WORK AG	S	28	0	6	2.9	44.1	11.8	0.0	14.7	2.9	0.0	5.9	0.0	0.0	17.6	30	91.7	4	24	
<b>TOTAL BERNE</b>			<b>28</b>	<b>0</b>	<b>6</b>	<b>2.9</b>	<b>44.1</b>	<b>11.8</b>	<b>0.0</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>17.6</b>	<b>30</b>	<b>91.7</b>	<b>4</b>	<b>24</b>	
GENEVA	BA CITYFLYER LTD	S	105	0	1	4.7	32.1	34.9	15.1	6.6	5.7	0.0	0.0	0.0	0.0	0.9	13	85.0	10	147	
GENEVA	SWISS AIRLINES	S	130	0	4	11.2	46.3	27.6	3.7	4.5	3.7	0.0	0.0	0.0	0.0	3.0	8	84.7	6	150	
<b>TOTAL GENEVA</b>			<b>235</b>	<b>0</b>	<b>5</b>	<b>8.3</b>	<b>40.0</b>	<b>30.8</b>	<b>8.8</b>	<b>5.4</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>10</b>	<b>84.8</b>	<b>8</b>	<b>297</b>	
ZURICH	BA CITYFLYER LTD	S	179	0	1	3.3	39.4	25.6	10.0	12.2	7.2	1.7	0.0	0.0	0.0	0.6	17	86.1	6	180	
ZURICH	SWISS AIRLINES	S	303	0	17	2.5	33.1	35.6	10.3	7.5	5.6	0.0	0.0	0.0	0.0	5.3	13	82.4	7	318	
<b>TOTAL ZURICH</b>			<b>482</b>	<b>0</b>	<b>18</b>	<b>2.8</b>	<b>35.4</b>	<b>32.0</b>	<b>10.2</b>	<b>9.2</b>	<b>6.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>14</b>	<b>83.7</b>	<b>7</b>	<b>498</b>	
<b>TOTAL SWITZERLAND</b>			<b>745</b>	<b>0</b>	<b>29</b>	<b>4.5</b>	<b>37.2</b>	<b>30.7</b>	<b>9.3</b>	<b>8.3</b>	<b>5.6</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>14</b>	<b>84.2</b>	<b>7</b>	<b>905</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	98	0	0	4.1	18.4	34.7	17.3	9.2	14.3	2.0	0.0	0.0	0.0	0.0	25	89.4	8	104	
<b>TOTAL ABERDEEN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>18.4</b>	<b>34.7</b>	<b>17.3</b>	<b>9.2</b>	<b>14.3</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>89.4</b>	<b>8</b>	<b>104</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	286	0	2	2.4	36.1	39.6	10.8	5.6	4.9	0.0	0.0	0.0	0.0	0.7	11	92.6	4	204	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>286</b>	<b>0</b>	<b>2</b>	<b>2.4</b>	<b>36.1</b>	<b>39.6</b>	<b>10.8</b>	<b>5.6</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>92.6</b>	<b>4</b>	<b>204</b>	
CARDIFF WALES	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	97.8	3	92	
<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>97.8</b>	<b>3</b>	<b>92</b>	
EDINBURGH	BA CITYFLYER LTD	S	433	0	9	5.4	39.8	23.3	10.9	10.4	6.8	0.7	0.7	0.0	0.0	2.0	16	84.0	7	480	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LONDON CITY (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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	S	204	0	3	4.8	34.8	30.4	10.1	7.7	8.7	1.4	0.5	0.0	0.0	1.4	19	85.9	9	213
<b>TOTAL EDINBURGH</b>			<b>637</b>	<b>0</b>	<b>12</b>	<b>5.2</b>	<b>38.2</b>	<b>25.6</b>	<b>10.6</b>	<b>9.6</b>	<b>7.4</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>17</b>	<b>84.6</b>	<b>7</b>	<b>693</b>
EXETER	FLYBE LTD	S	61	0	0	8.2	39.3	29.5	8.2	3.3	8.2	3.3	0.0	0.0	0.0	0.0	17	86.7	5	60
<b>TOTAL EXETER</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>39.3</b>	<b>29.5</b>	<b>8.2</b>	<b>3.3</b>	<b>8.2</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>86.7</b>	<b>5</b>	<b>60</b>
GLASGOW	BA CITYFLYER LTD	S	331	0	11	7.0	42.4	27.2	7.3	6.4	4.4	2.0	0.0	0.0	0.0	3.2	12	89.9	5	335
<b>TOTAL GLASGOW</b>			<b>331</b>	<b>0</b>	<b>11</b>	<b>7.0</b>	<b>42.4</b>	<b>27.2</b>	<b>7.3</b>	<b>6.4</b>	<b>4.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>12</b>	<b>89.9</b>	<b>5</b>	<b>335</b>
GUERNSEY	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	91.7	4	96
<b>TOTAL GUERNSEY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>91.7</b>	<b>4</b>	<b>96</b>
ISLE OF MAN	BA CITYFLYER LTD	S	144	0	6	4.0	38.0	32.0	12.7	4.0	4.0	1.3	0.0	0.0	0.0	4.0	12	87.7	5	154
<b>TOTAL ISLE OF MAN</b>			<b>144</b>	<b>0</b>	<b>6</b>	<b>4.0</b>	<b>38.0</b>	<b>32.0</b>	<b>12.7</b>	<b>4.0</b>	<b>4.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>12</b>	<b>87.7</b>	<b>5</b>	<b>154</b>
JERSEY	FLYBE LTD	S	90	0	2	9.8	37.0	29.3	9.8	6.5	5.4	0.0	0.0	0.0	0.0	2.2	12	67.0	16	94
<b>TOTAL JERSEY</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>9.8</b>	<b>37.0</b>	<b>29.3</b>	<b>9.8</b>	<b>6.5</b>	<b>5.4</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>67.0</b>	<b>16</b>	<b>94</b>
MANCHESTER	BA CITYFLYER LTD	S	6	0	1	0.0	0.0	42.9	28.6	0.0	14.3	0.0	0.0	0.0	0.0	14.3	21	80.0	17	5
<b>TOTAL MANCHESTER</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>42.9</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>14.3</b>	<b>21</b>	<b>80.0</b>	<b>17</b>	<b>5</b>
SOUTHEND	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	2	0.0	0	0
SOUTHEND	KLM	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 SOUTHEND</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>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1654</b>	<b>0</b>	<b>35</b>	<b>5.3</b>	<b>37.3</b>	<b>29.8</b>	<b>10.5</b>	<b>7.3</b>	<b>6.4</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>15</b>	<b>87.2</b>	<b>6</b>	<b>1837</b>
<b>USA</b>																				
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	48	0	1	8.2	73.5	10.2	4.1	2.0	0.0	0.0	0.0	0.0	0.0	2.0	3	84.3	8	51
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>8.2</b>	<b>73.5</b>	<b>10.2</b>	<b>4.1</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>2.0</b>	<b>3</b>	<b>84.3</b>	<b>8</b>	<b>51</b>
<b>TOTAL USA</b>			<b>48</b>	<b>0</b>	<b>1</b>	<b>8.2</b>	<b>73.5</b>	<b>10.2</b>	<b>4.1</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>2.0</b>	<b>3</b>	<b>84.3</b>	<b>8</b>	<b>51</b>
<b>TOTAL LONDON CITY</b>			<b>6712</b>	<b>0</b>	<b>215</b>	<b>4.7</b>	<b>37.3</b>	<b>29.1</b>	<b>10.3</b>	<b>8.1</b>	<b>5.9</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>15</b>	<b>80.9</b>	<b>9</b>	<b>6693</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>AFGHANISTAN</b>																					
BAGRAM	AIR ALLIANCE EXPRESS	C	0	0	0	0.0	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 BAGRAM</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>TOTAL AFGHANISTAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>ALBANIA</b>																					
TIRANA	WIZZ AIR	S	28	0	0	0.0	7.1	35.7	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL TIRANA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>35.7</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>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ALBANIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.1</b>	<b>35.7</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>25</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>AUSTRIA</b>																					
VIENNA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	11.8	52.9	20.6	14.7	0.0	0.0	0.0	0.0	0.0	0.0	14	82.9	10	35	
<b>TOTAL VIENNA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>52.9</b>	<b>20.6</b>	<b>14.7</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>82.9</b>	<b>10</b>	<b>35</b>	
<b>TOTAL AUSTRIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.8</b>	<b>52.9</b>	<b>20.6</b>	<b>14.7</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>82.9</b>	<b>10</b>	<b>35</b>	
<b>BAHRAIN</b>																					
BAHRAIN	DC AVIATION	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL BAHRAIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 BAHRAIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>																					
BRUSSELS	ABELAG 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	2	1	
<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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>1</b>	
LIEGE	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	15	1	
<b>TOTAL LIEGE</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>15</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>9</b>	<b>2</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	0.0	0	66.7	13	18	
<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>66.7</b>	<b>13</b>	<b>18</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>0.0</b>	<b>0</b>	<b>66.7</b>	<b>13</b>	<b>18</b>	
<b>BULGARIA</b>																					
BURGAS	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	58	5	
BURGAS	WIZZ AIR	S	32	0	0	0.0	21.9	21.9	21.9	28.1	3.1	3.1	0.0	0.0	0.0	0.0	25	42.3	35	26	
<b>TOTAL BURGAS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>28.1</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>25</b>	<b>35.5</b>	<b>39</b>	<b>31</b>	
SOFIA	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	
SOFIA	WIZZ AIR	S	148	0	2	15.3	21.3	33.3	8.7	13.3	6.7	0.0	0.0	0.0	0.0	1.3	16	89.5	6	152	
<b>TOTAL SOFIA</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>15.3</b>	<b>21.3</b>	<b>33.3</b>	<b>8.7</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>1.3</b>	<b>16</b>	<b>89.5</b>	<b>6</b>	<b>153</b>	
VARNA	WIZZ AIR	S	52	0	0	11.5	25.0	21.2	25.0	5.8	7.7	3.8	0.0	0.0	0.0	0.0	22	85.2	7	54	
<b>TOTAL VARNA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>25.0</b>	<b>21.2</b>	<b>25.0</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>22</b>	<b>85.2</b>	<b>7</b>	<b>54</b>	
<b>TOTAL BULGARIA</b>			<b>232</b>	<b>0</b>	<b>2</b>	<b>12.4</b>	<b>22.2</b>	<b>29.1</b>	<b>14.1</b>	<b>13.7</b>	<b>6.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>19</b>	<b>81.5</b>	<b>10</b>	<b>238</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

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	
<b>CHINA</b>																					
BEIJING	AIR ALSIE	C	0	0	0	0.0	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 BEIJING</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 CHINA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	23	0	0	13.0	26.1	30.4	8.7	0.0	21.7	0.0	0.0	0.0	0.0	0.0	21	90.9	8	22	
<b>TOTAL DUBROVNIK</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>26.1</b>	<b>30.4</b>	<b>8.7</b>	<b>0.0</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>21</b>	<b>90.9</b>	<b>8</b>	<b>22</b>	
SPLIT	EASYJET AIRLINE COMPANY LTD	S	44	0	0	4.5	9.1	45.5	20.5	9.1	4.5	6.8	0.0	0.0	0.0	0.0	24	90.6	6	32	
SPLIT	WIZZ AIR	S	4	0	0	0.0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	101	0.0	0	0	
<b>TOTAL SPLIT</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>8.3</b>	<b>41.7</b>	<b>18.8</b>	<b>8.3</b>	<b>10.4</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>90.6</b>	<b>6</b>	<b>32</b>	
ZADAR	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	43.8	31.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	4	
<b>TOTAL ZADAR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>31.3</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>0.0</b>	<b>9</b>	<b>100.0</b>	<b>5</b>	<b>4</b>	
<b>TOTAL CROATIA</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>6.9</b>	<b>19.5</b>	<b>36.8</b>	<b>13.8</b>	<b>6.9</b>	<b>11.5</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>91.4</b>	<b>7</b>	<b>58</b>	
<b>CYPRUS</b>																					
LARNACA	BLUE AIR TRANSPORT AERIAN	S	34	0	0	20.6	23.5	38.2	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	8	36	
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	85.7	11	28	
LARNACA	TUI AIRWAYS LTD	C	8	0	0	12.5	0.0	50.0	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	20	88.9	9	9	
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	1	3	
LARNACA	WIZZ AIR	S	24	0	0	0.0	4.2	33.3	20.8	25.0	16.7	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
<b>TOTAL LARNACA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>13.6</b>	<b>37.9</b>	<b>13.6</b>	<b>16.7</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>19</b>	<b>85.5</b>	<b>9</b>	<b>76</b>	
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	44	0	0	4.5	15.9	38.6	13.6	20.5	4.5	2.3	0.0	0.0	0.0	0.0	21	38.6	22	44	
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	0.0	16.7	16.7	33.3	11.1	5.6	11.1	5.6	0.0	0.0	122	47.8	32	23	
PAPHOS	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	11	1	
<b>TOTAL PAPHOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>11.3</b>	<b>32.3</b>	<b>14.5</b>	<b>24.2</b>	<b>6.5</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>50</b>	<b>42.6</b>	<b>25</b>	<b>68</b>	
<b>TOTAL CYPRUS</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>12.5</b>	<b>35.2</b>	<b>14.1</b>	<b>20.3</b>	<b>6.3</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>65.3</b>	<b>17</b>	<b>144</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	10	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>10</b>	<b>28</b>	
PRAGUE	WIZZ AIR	S	61	0	2	0.0	4.8	33.3	25.4	7.9	20.6	1.6	3.2	0.0	0.0	3.2	39	81.4	8	70	
<b>TOTAL PRAGUE</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.8</b>	<b>33.3</b>	<b>25.4</b>	<b>7.9</b>	<b>20.6</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>39</b>	<b>81.4</b>	<b>8</b>	<b>70</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.8</b>	<b>33.3</b>	<b>25.4</b>	<b>7.9</b>	<b>20.6</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>39</b>	<b>79.6</b>	<b>8</b>	<b>98</b>	
<b>DENMARK</b>																					
COPENHAGEN	CHARTRIGHT AIR INC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1	
COPENHAGEN	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	18	0.0	0	0	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

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
COPENHAGEN	RYANAIR	S	62	0	0	1.6	30.6	38.7	8.1	9.7	1.6	4.8	4.8	0.0	0.0	0.0	27	93.5	5	62
<b>TOTAL COPENHAGEN</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>30.2</b>	<b>38.1</b>	<b>9.5</b>	<b>9.5</b>	<b>1.6</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>93.7</b>	<b>5</b>	<b>63</b>
<b>TOTAL DENMARK</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>30.2</b>	<b>38.1</b>	<b>9.5</b>	<b>9.5</b>	<b>1.6</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>93.7</b>	<b>5</b>	<b>63</b>
FRANCE																				
BEZIERS	RYANAIR	S	26	0	0	15.4	38.5	42.3	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	28
<b>TOTAL BEZIERS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>38.5</b>	<b>42.3</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>0.0</b>	<b>2</b>	<b>100.0</b>	<b>2</b>	<b>28</b>
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	60	0	2	1.6	21.0	35.5	16.1	11.3	4.8	3.2	3.2	0.0	0.0	3.2	27	80.6	12	62
<b>TOTAL BORDEAUX</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>21.0</b>	<b>35.5</b>	<b>16.1</b>	<b>11.3</b>	<b>4.8</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>27</b>	<b>80.6</b>	<b>12</b>	<b>62</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	2	13
<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>2</b>	<b>13</b>
CANNES	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 CANNES</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
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	100.0	1	18
<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>100.0</b>	<b>1</b>	<b>18</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	52	0	2	1.9	33.3	33.3	7.4	11.1	9.3	0.0	0.0	0.0	0.0	3.7	19	82.0	10	61
<b>TOTAL LYON</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>33.3</b>	<b>33.3</b>	<b>7.4</b>	<b>11.1</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>19</b>	<b>82.0</b>	<b>10</b>	<b>61</b>
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	30	0	4	5.9	20.6	35.3	8.8	17.6	0.0	0.0	0.0	0.0	0.0	11.8	13	83.3	9	36
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>30</b>	<b>0</b>	<b>4</b>	<b>5.9</b>	<b>20.6</b>	<b>35.3</b>	<b>8.8</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.8</b>	<b>13</b>	<b>83.8</b>	<b>9</b>	<b>37</b>
MONTPELLIER	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	94.4	3	18
<b>TOTAL MONTPELLIER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>3</b>	<b>18</b>
NANTES	EASYJET AIRLINE COMPANY LTD	S	34	0	0	14.7	29.4	20.6	8.8	11.8	11.8	2.9	0.0	0.0	0.0	0.0	23	83.3	8	36
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>29.4</b>	<b>20.6</b>	<b>8.8</b>	<b>11.8</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>23</b>	<b>83.3</b>	<b>8</b>	<b>36</b>
NICE	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	30	4
NICE	EASYJET AIRLINE COMPANY LTD	S	140	0	4	2.1	14.6	34.7	21.5	11.8	7.6	4.9	0.0	0.0	0.0	2.8	27	69.2	19	143
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	0	1
NICE	SAXONAIR CHARTER LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1
NICE	SMARTWINGS	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	28	0.0	0	0
NICE	TRANSAVIA FRANCE	C	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
NICE	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	0	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	62.5	13	8
<b>TOTAL NICE</b>			<b>144</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>14.2</b>	<b>35.1</b>	<b>21.6</b>	<b>12.2</b>	<b>7.4</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>27</b>	<b>68.4</b>	<b>18</b>	<b>158</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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									
NIMES	RYANAIR	S	26	0	2	0.0	21.4	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	7.1	11	88.5	4	26	
<b>TOTAL NIMES</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>21.4</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>7.1</b>	<b>11</b>	<b>88.5</b>	<b>4</b>	<b>26</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	182	0	6	1.6	30.3	37.8	9.0	9.0	8.5	0.5	0.0	0.0	0.0	3.2	17	72.9	19	188	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>182</b>	<b>0</b>	<b>6</b>	<b>1.6</b>	<b>30.3</b>	<b>37.8</b>	<b>9.0</b>	<b>9.0</b>	<b>8.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>17</b>	<b>72.9</b>	<b>19</b>	<b>188</b>	
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	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>100.0</b>	<b>0</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	63.5	12	52	
<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>63.5</b>	<b>12</b>	<b>52</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	100.0	0	5	
<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>100.0</b>	<b>0</b>	<b>5</b>	
TOULOUSE (BLAGNAC)	EASYJET AIRLINE COMPANY LTD	S	52	0	1	5.7	18.9	45.3	11.3	5.7	9.4	1.9	0.0	0.0	0.0	1.9	18	87.1	7	62	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>18.9</b>	<b>45.3</b>	<b>11.3</b>	<b>5.7</b>	<b>9.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>18</b>	<b>87.1</b>	<b>7</b>	<b>62</b>	
<b>TOTAL FRANCE</b>			<b>606</b>	<b>0</b>	<b>21</b>	<b>3.5</b>	<b>24.2</b>	<b>36.5</b>	<b>12.9</b>	<b>10.2</b>	<b>7.0</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>20</b>	<b>78.2</b>	<b>13</b>	<b>767</b>	
GEORGIA																					
KUTAISI	WIZZ AIR	S	18	0	0	22.2	22.2	22.2	22.2	5.6	5.6	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL KUTAISI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</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>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GERMANY																					
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	117	0	0	7.7	28.2	32.5	9.4	12.0	5.1	3.4	1.7	0.0	0.0	0.0	21	86.2	11	116	
BERLIN (SCHONEFELD)	TAG AVIATION ASIA	C	0	0	0	0.0	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 BERLIN (SCHONEFELD)</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>28.2</b>	<b>32.5</b>	<b>9.4</b>	<b>12.0</b>	<b>5.1</b>	<b>3.4</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>86.3</b>	<b>11</b>	<b>117</b>	
BERLIN (TEGEL)	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	94	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>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>94</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BREMEN	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	38	1	
BREMEN	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 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>0.0</b>	<b>0</b>	<b>50.0</b>	<b>19</b>	<b>2</b>	
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	60	0	0	5.0	23.3	36.7	6.7	23.3	5.0	0.0	0.0	0.0	0.0	0.0	18	82.3	8	62	
<b>TOTAL DORTMUND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>23.3</b>	<b>36.7</b>	<b>6.7</b>	<b>23.3</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>82.3</b>	<b>8</b>	<b>62</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	9	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>9</b>	<b>1</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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
HAMBURG	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	65.0	13	60
<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>65.0</b>	<b>13</b>	<b>60</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	50	0	5	12.7	9.1	25.5	16.4	12.7	10.9	3.6	0.0	0.0	0.0	9.1	28	64.8	23	54
<b>TOTAL MUNICH</b>			<b>50</b>	<b>0</b>	<b>5</b>	<b>12.7</b>	<b>9.1</b>	<b>25.5</b>	<b>16.4</b>	<b>12.7</b>	<b>10.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>28</b>	<b>64.8</b>	<b>23</b>	<b>54</b>
MUNSTER-OSNABRUCK	EASYJET AIRLINE COMPANY LTD	S	2	0	1	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	33.3	90	0.0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>2</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>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33.3</b>	<b>90</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NIEDERRHEIN	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	16
<b>TOTAL NIEDERRHEIN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
STUTTGART	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 STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 GERMANY</b>			<b>230</b>	<b>0</b>	<b>6</b>	<b>8.1</b>	<b>22.0</b>	<b>31.4</b>	<b>10.2</b>	<b>14.8</b>	<b>7.6</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>23</b>	<b>77.0</b>	<b>13</b>	<b>313</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	90.0	4	40
<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>90.0</b>	<b>4</b>	<b>40</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>90.0</b>	<b>4</b>	<b>40</b>
<b>GREECE</b>																				
ATHENS	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	20	1
ATHENS	WIZZ AIR	S	62	0	0	0.0	1.6	53.2	14.5	19.4	4.8	3.2	3.2	0.0	0.0	0.0	33	0.0	0	0
<b>TOTAL ATHENS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>1.6</b>	<b>53.2</b>	<b>14.5</b>	<b>19.4</b>	<b>4.8</b>	<b>3.2</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>0.0</b>	<b>20</b>	<b>1</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	56	0	0	1.8	3.6	44.6	21.4	16.1	12.5	0.0	0.0	0.0	0.0	0.0	28	70.0	11	40
CORFU	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	100.0	7	8
CORFU	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	85.7	15	7
<b>TOTAL CORFU</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>4.7</b>	<b>46.9</b>	<b>20.3</b>	<b>15.6</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>26</b>	<b>76.4</b>	<b>11</b>	<b>55</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	3.8	42.3	11.5	26.9	15.4	0.0	0.0	0.0	0.0	0.0	27	67.9	11	28
HERAKLION	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	28.6	33	7
<b>TOTAL HERAKLION</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>42.3</b>	<b>11.5</b>	<b>26.9</b>	<b>15.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>60.0</b>	<b>15</b>	<b>35</b>
KEFALLINIA	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	0.0	14.3	0.0	42.9	0.0	28.6	0.0	0.0	0.0	95	100.0	3	9
<b>TOTAL KEFALLINIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>42.9</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>100.0</b>	<b>3</b>	<b>9</b>
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	27.8	33.3	5.6	16.7	16.7	0.0	0.0	0.0	0.0	0.0	22	55.6	13	18
<b>TOTAL MIKONOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>33.3</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>22</b>	<b>55.6</b>	<b>13</b>	<b>18</b>
RHODES	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	0.0	33.3	27.8	22.2	16.7	0.0	0.0	0.0	0.0	0.0	29	33.3	16	3
RHODES	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	25.0	25.0	31.3	12.5	6.3	0.0	0.0	0.0	0.0	41	68.8	12	16

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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 RHODES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.4</b>	<b>26.5</b>	<b>26.5</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>63.2</b>	<b>13</b>	<b>19</b>
SKIATHOS	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	40.0	18	5
<b>TOTAL SKIATHOS</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>17</b>	<b>40.0</b>	<b>18</b>	<b>5</b>
ZAKINTHOS	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	11.1	33.3	11.1	11.1	11.1	0.0	11.1	0.0	0.0	99	100.0	6	5
<b>TOTAL ZAKINTHOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>11.1</b>	<b>33.3</b>	<b>11.1</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>99</b>	<b>100.0</b>	<b>6</b>	<b>5</b>
<b>TOTAL GREECE</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>5.4</b>	<b>41.2</b>	<b>18.1</b>	<b>19.0</b>	<b>11.8</b>	<b>1.8</b>	<b>1.8</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>68.7</b>	<b>12</b>	<b>147</b>
<b>HUNGARY</b>																				
BUDAPEST	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
BUDAPEST	WIZZ AIR	S	265	0	0	0.8	19.6	40.4	10.6	15.5	12.5	0.8	0.0	0.0	0.0	0.0	24	61.5	19	283
<b>TOTAL BUDAPEST</b>			<b>265</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>19.6</b>	<b>40.4</b>	<b>10.6</b>	<b>15.5</b>	<b>12.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>61.6</b>	<b>19</b>	<b>284</b>
DEBRECEN	WIZZ AIR	S	80	0	0	26.3	23.8	23.8	10.0	6.3	10.0	0.0	0.0	0.0	0.0	0.0	14	84.3	7	70
<b>TOTAL DEBRECEN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>26.3</b>	<b>23.8</b>	<b>23.8</b>	<b>10.0</b>	<b>6.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.3</b>	<b>7</b>	<b>70</b>
<b>TOTAL HUNGARY</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>20.6</b>	<b>36.5</b>	<b>10.4</b>	<b>13.3</b>	<b>11.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>66.1</b>	<b>16</b>	<b>354</b>
<b>ICELAND</b>																				
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	54	0	0	11.1	38.9	38.9	5.6	1.9	0.0	3.7	0.0	0.0	0.0	0.0	8	87.0	13	54
KEFLAVIK	JETFLITE OY	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
KEFLAVIK	WIZZ AIR	S	34	0	0	0.0	14.7	64.7	2.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
<b>TOTAL KEFLAVIK</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>29.5</b>	<b>48.9</b>	<b>4.5</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>0.0</b>	<b>10</b>	<b>87.3</b>	<b>12</b>	<b>55</b>
<b>TOTAL ICELAND</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>29.5</b>	<b>48.9</b>	<b>4.5</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>0.0</b>	<b>10</b>	<b>87.3</b>	<b>12</b>	<b>55</b>
<b>INDIA</b>																				
DELHI	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	19	1
<b>TOTAL DELHI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>19</b>	<b>1</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	6	2
<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>6</b>	<b>2</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>66.7</b>	<b>10</b>	<b>3</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	RYANAIR	S	188	0	0	4.3	32.4	39.9	11.7	6.4	2.7	1.1	1.6	0.0	0.0	0.0	15	89.8	7	186
<b>TOTAL DUBLIN</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>32.4</b>	<b>39.9</b>	<b>11.7</b>	<b>6.4</b>	<b>2.7</b>	<b>1.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>89.8</b>	<b>7</b>	<b>186</b>
IRELAND WEST(KNOCK)	RYANAIR	S	78	0	0	1.3	32.1	33.3	11.5	10.3	5.1	2.6	2.6	1.3	0.0	0.0	29	87.2	9	78
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>32.1</b>	<b>33.3</b>	<b>11.5</b>	<b>10.3</b>	<b>5.1</b>	<b>2.6</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>87.2</b>	<b>9</b>	<b>78</b>
KERRY COUNTY	RYANAIR	S	61	0	0	0.0	26.2	52.5	11.5	6.6	0.0	3.3	0.0	0.0	0.0	0.0	13	87.1	7	62
<b>TOTAL KERRY COUNTY</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.2</b>	<b>52.5</b>	<b>11.5</b>	<b>6.6</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>13</b>	<b>87.1</b>	<b>7</b>	<b>62</b>
SHANNON	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 SHANNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>327</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>31.2</b>	<b>40.7</b>	<b>11.6</b>	<b>7.3</b>	<b>2.8</b>	<b>1.8</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.7</b>	<b>7</b>	<b>327</b>
<b>ISRAEL</b>																				



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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														
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	112	0	0	0.0	3.6	27.7	25.0	24.1	11.6	4.5	2.7	0.9	0.0	0.0	44	66.1	16	109	
TEL AVIV	EL AL	S	78	0	0	5.1	32.1	37.2	11.5	12.8	1.3	0.0	0.0	0.0	0.0	0.0	11	85.7	6	70	
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	80.8	10	26	
TEL AVIV	WIZZ AIR	S	56	0	4	0.0	6.7	23.3	15.0	30.0	13.3	3.3	1.7	0.0	0.0	6.7	42	0.0	0	0	
<b>TOTAL TEL AVIV</b>			<b>246</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>13.2</b>	<b>29.6</b>	<b>18.4</b>	<b>22.0</b>	<b>8.8</b>	<b>2.8</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>1.6</b>	<b>33</b>	<b>74.6</b>	<b>12</b>	<b>205</b>	
<b>TOTAL ISRAEL</b>			<b>246</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>13.2</b>	<b>29.6</b>	<b>18.4</b>	<b>22.0</b>	<b>8.8</b>	<b>2.8</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>1.6</b>	<b>33</b>	<b>74.6</b>	<b>12</b>	<b>205</b>	
<b>ITALY</b>																					
ALGHERO (FERTILIA)	EASYJET AIRLINE COMPANY LTD	S	24	0	1	8.0	16.0	36.0	12.0	20.0	4.0	0.0	0.0	0.0	0.0	4.0	18	0.0	0	0	
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>16.0</b>	<b>36.0</b>	<b>12.0</b>	<b>20.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BARI (PALESE)	WIZZ AIR	S	34	0	0	0.0	2.9	58.8	20.6	14.7	2.9	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
<b>TOTAL BARI (PALESE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.9</b>	<b>58.8</b>	<b>20.6</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	26.5	38.2	14.7	11.8	5.9	2.9	0.0	0.0	0.0	0.0	20	50.0	23	36	
CATANIA (FONTANAROSSA)	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	20	1	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>38.2</b>	<b>14.7</b>	<b>11.8</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>48.6</b>	<b>23</b>	<b>37</b>	
FLORENCE	VUELING AIRLINES	S	22	0	6	7.1	28.6	14.3	3.6	14.3	7.1	0.0	3.6	0.0	0.0	21.4	28	92.3	3	26	
<b>TOTAL FLORENCE</b>			<b>22</b>	<b>0</b>	<b>6</b>	<b>7.1</b>	<b>28.6</b>	<b>14.3</b>	<b>3.6</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>21.4</b>	<b>28</b>	<b>92.3</b>	<b>3</b>	<b>26</b>	
GENOA	EASYJET AIRLINE COMPANY LTD	S	26	0	2	35.7	7.1	28.6	7.1	3.6	10.7	0.0	0.0	0.0	0.0	7.1	14	0.0	0	0	
<b>TOTAL GENOA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>35.7</b>	<b>7.1</b>	<b>28.6</b>	<b>7.1</b>	<b>3.6</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (LINATE)	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	2	
<b>TOTAL MILAN (LINATE)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	126	0	3	0.8	14.0	34.9	17.8	11.6	9.3	3.9	4.7	0.8	0.0	2.3	42	64.6	25	127	
MILAN (MALPENSA)	NEOS SPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	2	
<b>TOTAL MILAN (MALPENSA)</b>			<b>126</b>	<b>0</b>	<b>3</b>	<b>0.8</b>	<b>14.0</b>	<b>34.9</b>	<b>17.8</b>	<b>11.6</b>	<b>9.3</b>	<b>3.9</b>	<b>4.7</b>	<b>0.8</b>	<b>0.0</b>	<b>2.3</b>	<b>42</b>	<b>63.6</b>	<b>25</b>	<b>129</b>	
NAPLES	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	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	76	0	2	2.6	16.7	43.6	12.8	12.8	7.7	0.0	0.0	1.3	0.0	2.6	22	79.3	10	58	
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	77.8	11	18	
NAPLES	TUI AIRWAYS LTD	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	88.9	4	9	
<b>TOTAL NAPLES</b>			<b>77</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>16.5</b>	<b>43.0</b>	<b>13.9</b>	<b>12.7</b>	<b>7.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>2.5</b>	<b>22</b>	<b>80.2</b>	<b>9</b>	<b>86</b>	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	16	0	2	0.0	0.0	16.7	11.1	22.2	27.8	11.1	0.0	0.0	0.0	11.1	58	83.3	15	18	
<b>TOTAL OLBIA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</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>11.1</b>	<b>58</b>	<b>83.3</b>	<b>15</b>	<b>18</b>	
PALERMO	EASYJET AIRLINE COMPANY LTD	S	26	0	2	7.1	14.3	32.1	17.9	10.7	10.7	0.0	0.0	0.0	0.0	7.1	22	0.0	0	0	
<b>TOTAL PALERMO</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>7.1</b>	<b>14.3</b>	<b>32.1</b>	<b>17.9</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>7.1</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	78	0	2	6.3	17.5	30.0	16.3	10.0	11.3	3.8	2.5	0.0	0.0	2.5	31	86.2	7	65	
PISA	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	0.0	47	1	
PISA	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	40	0.0	0	0	
<b>TOTAL PISA</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>6.1</b>	<b>17.1</b>	<b>30.5</b>	<b>15.9</b>	<b>9.8</b>	<b>12.2</b>	<b>3.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>31</b>	<b>84.8</b>	<b>8</b>	<b>66</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	12	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>12</b>	<b>1</b>	
ROME (FIUMICINO)	EASYJET AIRLINE COMPANY LTD	S	78	0	1	0.0	11.4	34.2	11.4	20.3	12.7	5.1	3.8	0.0	0.0	1.3	41	67.2	18	58	
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	76.9	7	26	
<b>TOTAL ROME (FIUMICINO)</b>			<b>78</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>11.4</b>	<b>34.2</b>	<b>11.4</b>	<b>20.3</b>	<b>12.7</b>	<b>5.1</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>41</b>	<b>70.2</b>	<b>15</b>	<b>84</b>	
TURIN	BLUE AIR TRANSPORT AERIAN	S	36	0	0	0.0	25.0	36.1	19.4	13.9	2.8	0.0	2.8	0.0	0.0	0.0	24	61.8	14	34	
<b>TOTAL TURIN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>36.1</b>	<b>19.4</b>	<b>13.9</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>24</b>	<b>61.8</b>	<b>14</b>	<b>34</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	63	0	0	0.0	9.5	41.3	12.7	14.3	17.5	1.6	3.2	0.0	0.0	0.0	37	58.1	21	62	
VENICE	WINDJET SPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1	
<b>TOTAL VENICE</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.5</b>	<b>41.3</b>	<b>12.7</b>	<b>14.3</b>	<b>17.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>57.1</b>	<b>21</b>	<b>63</b>	
<b>TOTAL ITALY</b>			<b>642</b>	<b>0</b>	<b>21</b>	<b>3.6</b>	<b>14.6</b>	<b>35.6</b>	<b>14.5</b>	<b>13.4</b>	<b>10.1</b>	<b>2.4</b>	<b>2.3</b>	<b>0.3</b>	<b>0.0</b>	<b>3.2</b>	<b>31</b>	<b>70.1</b>	<b>16</b>	<b>546</b>	
<b>KOSOVO</b>																					
PRISTINA	WIZZ AIR	S	28	0	0	0.0	0.0	28.6	21.4	28.6	21.4	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
<b>TOTAL PRISTINA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>21.4</b>	<b>28.6</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>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL KOSOVO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>21.4</b>	<b>28.6</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>35</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>LATVIA</b>																					
RIGA	WIZZ AIR	S	96	0	0	15.6	41.7	31.3	3.1	6.3	1.0	1.0	0.0	0.0	0.0	0.0	7	85.7	8	98	
<b>TOTAL RIGA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>41.7</b>	<b>31.3</b>	<b>3.1</b>	<b>6.3</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.7</b>	<b>8</b>	<b>98</b>	
<b>TOTAL LATVIA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>41.7</b>	<b>31.3</b>	<b>3.1</b>	<b>6.3</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>85.7</b>	<b>8</b>	<b>98</b>	
<b>LITHUANIA</b>																					
KAUNAS	RYANAIR	S	62	0	0	11.3	37.1	38.7	4.8	4.8	3.2	0.0	0.0	0.0	0.0	0.0	8	88.7	6	62	
KAUNAS	WIZZ AIR	S	52	0	0	5.8	34.6	51.9	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	5	80.6	8	62	
<b>TOTAL KAUNAS</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>36.0</b>	<b>44.7</b>	<b>4.4</b>	<b>4.4</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>7</b>	<b>84.7</b>	<b>7</b>	<b>124</b>	
PALANGA	WIZZ AIR	S	30	0	0	16.7	43.3	23.3	6.7	3.3	6.7	0.0	0.0	0.0	0.0	0.0	10	83.3	10	36	
<b>TOTAL PALANGA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>43.3</b>	<b>23.3</b>	<b>6.7</b>	<b>3.3</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>10</b>	<b>83.3</b>	<b>10</b>	<b>36</b>	
VILNIUS	RYANAIR	S	45	0	0	2.2	20.0	51.1	17.8	8.9	0.0	0.0	0.0	0.0	0.0	0.0	10	82.6	7	46	
VILNIUS	WIZZ AIR	S	108	0	0	18.5	23.1	36.1	5.6	11.1	4.6	0.9	0.0	0.0	0.0	0.0	13	85.5	7	124	
<b>TOTAL VILNIUS</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>22.2</b>	<b>40.5</b>	<b>9.2</b>	<b>10.5</b>	<b>3.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.7</b>	<b>7</b>	<b>170</b>	
<b>TOTAL LITHUANIA</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>29.6</b>	<b>40.4</b>	<b>7.1</b>	<b>7.4</b>	<b>3.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>84.5</b>	<b>7</b>	<b>330</b>	
<b>MACEDONIA</b>																					
OHRID	WIZZ AIR	S	18	0	0	11.1	11.1	22.2	16.7	16.7	5.6	5.6	11.1	0.0	0.0	0.0	54	50.0	18	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	More than 15 m early	15 m to 15 m early	15 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
<b>TOTAL OHRID</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>50.0</b>	<b>18</b>	<b>18</b>	
SKOPJE	WIZZ AIR	S	38	0	0	7.9	26.3	36.8	10.5	7.9	10.5	0.0	0.0	0.0	0.0	0.0	16	77.3	9	44	
<b>TOTAL SKOPJE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>26.3</b>	<b>36.8</b>	<b>10.5</b>	<b>7.9</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>16</b>	<b>77.3</b>	<b>9</b>	<b>44</b>	
<b>TOTAL MACEDONIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>21.4</b>	<b>32.1</b>	<b>12.5</b>	<b>10.7</b>	<b>8.9</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>69.4</b>	<b>11</b>	<b>62</b>	
<b>MALDIVE ISLANDS</b>																					
MALE 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	0	1	
<b>TOTAL MALE 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>	
<b>TOTAL MALDIVE ISLANDS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
<b>MALI</b>																					
TOMBOUCTOU	AIR ALLIANCE EXPRESS	C	0	0	0	0.0	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 TOMBOUCTOU</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>TOTAL MALI</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>	
<b>MALTA</b>																					
MALTA	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	
MALTA	RYANAIR	S	72	0	0	1.4	15.3	40.3	19.4	12.5	9.7	1.4	0.0	0.0	0.0	0.0	24	62.9	16	70	
<b>TOTAL MALTA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>15.3</b>	<b>40.3</b>	<b>19.4</b>	<b>12.5</b>	<b>9.7</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>63.4</b>	<b>16</b>	<b>71</b>	
<b>TOTAL MALTA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>15.3</b>	<b>40.3</b>	<b>19.4</b>	<b>12.5</b>	<b>9.7</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>63.4</b>	<b>16</b>	<b>71</b>	
<b>MOROCCO</b>																					
ESSAOUIRA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	22.2	50.0	0.0	5.6	16.7	0.0	0.0	0.0	0.0	0.0	18	83.3	7	18	
<b>TOTAL ESSAOUIRA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</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>0.0</b>	<b>18</b>	<b>83.3</b>	<b>7</b>	<b>18</b>	
MARRAKESH	RYANAIR	S	36	0	0	0.0	11.1	55.6	25.0	5.6	2.8	0.0	0.0	0.0	0.0	0.0	13	83.3	8	36	
<b>TOTAL MARRAKESH</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>55.6</b>	<b>25.0</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>0.0</b>	<b>13</b>	<b>83.3</b>	<b>8</b>	<b>36</b>	
RABAT	AIR NOSTRUM	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	2	
<b>TOTAL RABAT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>1</b>	<b>2</b>	
<b>TOTAL MOROCCO</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>14.8</b>	<b>53.7</b>	<b>16.7</b>	<b>5.6</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.9</b>	<b>8</b>	<b>56</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	362	0	7	1.1	24.4	31.4	16.8	12.7	8.7	2.7	0.3	0.0	0.0	1.9	23	62.4	20	367	
AMSTERDAM	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
AMSTERDAM	VUELING AIRLINES	S	114	0	2	1.7	15.5	35.3	13.8	11.2	14.7	5.2	0.9	0.0	0.0	1.7	32	73.4	15	124	
<b>TOTAL AMSTERDAM</b>			<b>476</b>	<b>0</b>	<b>9</b>	<b>1.2</b>	<b>22.3</b>	<b>32.4</b>	<b>16.1</b>	<b>12.4</b>	<b>10.1</b>	<b>3.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>25</b>	<b>65.2</b>	<b>19</b>	<b>492</b>	
MAASTRICHT	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 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>476</b>	<b>0</b>	<b>9</b>	<b>1.2</b>	<b>22.3</b>	<b>32.4</b>	<b>16.1</b>	<b>12.4</b>	<b>10.1</b>	<b>3.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>25</b>	<b>65.3</b>	<b>19</b>	<b>493</b>	
<b>NIGERIA</b>																					
LAGOS	AIR ALLIANCE EXPRESS	C	0	0	0	0.0	0.0	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 LAGOS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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 MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 NIGERIA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>POLAND</b>																				
<b>BYDGOSZCZ</b>	RYANAIR	S	34	0	1	2.9	22.9	37.1	11.4	11.4	5.7	5.7	0.0	0.0	0.0	2.9	22	0.0	0	0
<b>TOTAL BYDGOSZCZ</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>2.9</b>	<b>22.9</b>	<b>37.1</b>	<b>11.4</b>	<b>11.4</b>	<b>5.7</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>GDANSK</b>	WIZZ AIR	S	146	0	0	9.6	33.6	37.7	7.5	6.2	5.5	0.0	0.0	0.0	0.0	0.0	12	76.8	11	142
<b>TOTAL GDANSK</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>33.6</b>	<b>37.7</b>	<b>7.5</b>	<b>6.2</b>	<b>5.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.8</b>	<b>11</b>	<b>142</b>
<b>KATOWICE</b>	WIZZ AIR	S	173	0	0	19.1	18.5	27.2	13.9	6.4	8.1	4.6	2.3	0.0	0.0	0.0	27	81.8	9	176
<b>TOTAL KATOWICE</b>			<b>173</b>	<b>0</b>	<b>0</b>	<b>19.1</b>	<b>18.5</b>	<b>27.2</b>	<b>13.9</b>	<b>6.4</b>	<b>8.1</b>	<b>4.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>81.8</b>	<b>9</b>	<b>176</b>
<b>LUBLIN (PORT LOTNICZY)</b>	WIZZ AIR	S	60	0	0	21.7	21.7	31.7	10.0	10.0	3.3	1.7	0.0	0.0	0.0	0.0	14	80.6	8	62
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>21.7</b>	<b>21.7</b>	<b>31.7</b>	<b>10.0</b>	<b>10.0</b>	<b>3.3</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>80.6</b>	<b>8</b>	<b>62</b>
<b>POZNAN</b>	WIZZ AIR	S	76	0	2	10.3	28.2	24.4	6.4	9.0	9.0	5.1	0.0	5.1	0.0	2.6	54	76.1	12	92
<b>TOTAL POZNAN</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>10.3</b>	<b>28.2</b>	<b>24.4</b>	<b>6.4</b>	<b>9.0</b>	<b>9.0</b>	<b>5.1</b>	<b>0.0</b>	<b>5.1</b>	<b>0.0</b>	<b>2.6</b>	<b>54</b>	<b>76.1</b>	<b>12</b>	<b>92</b>
<b>RZESZOW</b>	RYANAIR	S	28	0	0	7.1	32.1	28.6	14.3	0.0	14.3	3.6	0.0	0.0	0.0	0.0	22	84.6	9	26
<b>TOTAL RZESZOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</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>22</b>	<b>84.6</b>	<b>9</b>	<b>26</b>
<b>SZCZECIN (GOLENOW)</b>	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	4	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>88.5</b>	<b>4</b>	<b>26</b>
<b>SZYMANY (MAZURY)</b>	WIZZ AIR	S	26	0	0	19.2	26.9	38.5	3.8	3.8	0.0	7.7	0.0	0.0	0.0	0.0	17	65.4	21	26
<b>TOTAL SZYMANY (MAZURY)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>19.2</b>	<b>26.9</b>	<b>38.5</b>	<b>3.8</b>	<b>3.8</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>65.4</b>	<b>21</b>	<b>26</b>
<b>WARSAW (CHOPIN)</b>	WIZZ AIR	S	216	0	0	4.6	20.4	38.9	12.0	12.5	6.9	2.3	1.9	0.5	0.0	0.0	26	82.4	14	204
<b>TOTAL WARSAW (CHOPIN)</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>4.6</b>	<b>20.4</b>	<b>38.9</b>	<b>12.0</b>	<b>12.5</b>	<b>6.9</b>	<b>2.3</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>82.4</b>	<b>14</b>	<b>204</b>
<b>WROCLAW</b>	WIZZ AIR	S	84	0	0	26.2	32.1	28.6	4.8	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	88.7	7	62
<b>TOTAL WROCLAW</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>26.2</b>	<b>32.1</b>	<b>28.6</b>	<b>4.8</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>88.7</b>	<b>7</b>	<b>62</b>
<b>TOTAL POLAND</b>			<b>843</b>	<b>0</b>	<b>3</b>	<b>12.8</b>	<b>24.9</b>	<b>33.0</b>	<b>10.0</b>	<b>8.5</b>	<b>6.1</b>	<b>2.7</b>	<b>0.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.4</b>	<b>23</b>	<b>80.6</b>	<b>11</b>	<b>816</b>
<b>PORTUGAL(EXCLUDING</b>																				
<b>FARO</b>	EASYJET AIRLINE COMPANY LTD	S	156	0	2	2.5	19.6	44.9	14.6	10.8	5.7	0.6	0.0	0.0	0.0	1.3	17	77.1	14	157
<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	77.4	9	62
<b>FARO</b>	RYANAIR	S	44	0	0	2.3	15.9	43.2	20.5	13.6	4.5	0.0	0.0	0.0	0.0	0.0	18	87.0	8	46
<b>FARO</b>	TUI AIRWAYS LTD	C	11	0	0	0.0	18.2	45.5	18.2	0.0	18.2	0.0	0.0	0.0	0.0	0.0	23	54.5	42	11
<b>FARO</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	4	2
<b>TOTAL FARO</b>			<b>211</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>18.8</b>	<b>44.6</b>	<b>16.0</b>	<b>10.8</b>	<b>6.1</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>78.1</b>	<b>13</b>	<b>278</b>
<b>LISBON</b>	EASYJET AIRLINE COMPANY LTD	S	170	0	0	1.2	15.3	48.2	7.1	15.3	7.1	2.4	3.5	0.0	0.0	0.0	27	63.7	19	168
<b>TOTAL LISBON</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>15.3</b>	<b>48.2</b>	<b>7.1</b>	<b>15.3</b>	<b>7.1</b>	<b>2.4</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>63.7</b>	<b>19</b>	<b>168</b>
<b>OPORTO (PORTUGAL)</b>	ADRIA AIRWAYS	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
<b>OPORTO (PORTUGAL)</b>	EASYJET AIRLINE COMPANY LTD	S	36	0	0	2.8	13.9	47.2	2.8	11.1	19.4	2.8	0.0	0.0	0.0	0.0	27	71.4	21	35

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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
OPORTO (PORTUGAL)	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	9	26
OPORTO (PORTUGAL)	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	5	0.0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>12.8</b>	<b>48.7</b>	<b>5.1</b>	<b>10.3</b>	<b>17.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>73.8</b>	<b>16</b>	<b>61</b>
<b>TOTAL PORTUGAL PORTUGAL(MADEIRA)</b>			<b>420</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>16.8</b>	<b>46.4</b>	<b>11.4</b>	<b>12.6</b>	<b>7.6</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>72.8</b>	<b>15</b>	<b>507</b>
FUNCHAL	TUI AIRWAYS LTD	C	7	0	0	0.0	28.6	57.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	14	9
<b>TOTAL FUNCHAL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>55.6</b>	<b>14</b>	<b>9</b>
<b>TOTAL PORTUGAL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>28.6</b>	<b>57.1</b>	<b>0.0</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>55.6</b>	<b>14</b>	<b>9</b>
REPUBLIC OF MOLDOVA																				
CHISINAU (KISHINEV)	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
CHISINAU (KISHINEV)	WIZZ AIR	S	61	0	1	19.4	14.5	29.0	16.1	16.1	3.2	0.0	0.0	0.0	0.0	1.6	16	65.9	20	44
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>19.4</b>	<b>14.5</b>	<b>29.0</b>	<b>16.1</b>	<b>16.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>66.7</b>	<b>19</b>	<b>45</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF SERBIA</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>19.4</b>	<b>14.5</b>	<b>29.0</b>	<b>16.1</b>	<b>16.1</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>66.7</b>	<b>19</b>	<b>45</b>
BELGRADE	WIZZ AIR	S	28	0	0	10.7	25.0	25.0	14.3	3.6	17.9	3.6	0.0	0.0	0.0	0.0	26	80.8	9	26
<b>TOTAL BELGRADE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>25.0</b>	<b>25.0</b>	<b>14.3</b>	<b>3.6</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>26</b>	<b>80.8</b>	<b>9</b>	<b>26</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>25.0</b>	<b>25.0</b>	<b>14.3</b>	<b>3.6</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>26</b>	<b>80.8</b>	<b>9</b>	<b>26</b>
BACAU	BLUE AIR TRANSPORT AERIAN	S	51	0	1	25.0	25.0	28.8	7.7	7.7	1.9	1.9	0.0	0.0	0.0	1.9	11	88.5	5	52
<b>TOTAL BACAU</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>25.0</b>	<b>25.0</b>	<b>28.8</b>	<b>7.7</b>	<b>7.7</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>11</b>	<b>88.5</b>	<b>5</b>	<b>52</b>
BUCHAREST (OTOPENI)	BLUE AIR TRANSPORT AERIAN	S	94	0	0	7.4	36.2	37.2	10.6	7.4	1.1	0.0	0.0	0.0	0.0	0.0	8	79.2	12	96
BUCHAREST (OTOPENI)	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	17	2
BUCHAREST (OTOPENI)	WIZZ AIR	S	199	0	0	10.6	24.1	31.2	12.6	16.1	4.0	1.5	0.0	0.0	0.0	0.0	17	76.2	15	168
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>293</b>	<b>0</b>	<b>0</b>	<b>9.6</b>	<b>28.0</b>	<b>33.1</b>	<b>11.9</b>	<b>13.3</b>	<b>3.1</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.1</b>	<b>14</b>	<b>266</b>
CLUJ NAPOCA	BLUE AIR TRANSPORT AERIAN	S	36	0	0	11.1	44.4	36.1	2.8	0.0	0.0	5.6	0.0	0.0	0.0	0.0	12	97.1	4	34
CLUJ NAPOCA	WIZZ AIR	S	159	0	0	17.0	28.3	30.8	2.5	10.1	10.1	0.6	0.6	0.0	0.0	0.0	18	82.7	10	168
<b>TOTAL CLUJ NAPOCA</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>15.9</b>	<b>31.3</b>	<b>31.8</b>	<b>2.6</b>	<b>8.2</b>	<b>8.2</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>85.1</b>	<b>9</b>	<b>202</b>
CONSTANTA	WIZZ AIR	S	26	0	0	15.4	15.4	46.2	3.8	11.5	7.7	0.0	0.0	0.0	0.0	0.0	13	94.4	5	18
<b>TOTAL CONSTANTA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>15.4</b>	<b>46.2</b>	<b>3.8</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>13</b>	<b>94.4</b>	<b>5</b>	<b>18</b>
CRAIOVA	WIZZ AIR	S	62	0	0	14.5	40.3	22.6	16.1	4.8	1.6	0.0	0.0	0.0	0.0	0.0	9	90.2	5	61
<b>TOTAL CRAIOVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>40.3</b>	<b>22.6</b>	<b>16.1</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>0.0</b>	<b>9</b>	<b>90.2</b>	<b>5</b>	<b>61</b>
IASI	BLUE AIR TRANSPORT AERIAN	S	44	0	0	25.0	20.5	36.4	6.8	4.5	0.0	6.8	0.0	0.0	0.0	0.0	15	93.2	4	44
IASI	TAROM	S	22	0	0	9.1	18.2	22.7	18.2	22.7	0.0	9.1	0.0	0.0	0.0	0.0	30	75.0	21	24
IASI	WIZZ AIR	S	43	0	0	32.6	16.3	34.9	2.3	2.3	11.6	0.0	0.0	0.0	0.0	0.0	13	86.4	7	44
<b>TOTAL IASI</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>24.8</b>	<b>18.3</b>	<b>33.0</b>	<b>7.3</b>	<b>7.3</b>	<b>4.6</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>86.6</b>	<b>9</b>	<b>112</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
SATU MARE	WIZZ AIR	S	16	0	1	0.0	0.0	58.8	17.6	11.8	5.9	0.0	0.0	0.0	0.0	5.9	19	83.3	11	18	
<b>TOTAL SATU MARE</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>58.8</b>	<b>17.6</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>5.9</b>	<b>19</b>	<b>83.3</b>	<b>11</b>	<b>18</b>	
SIBIU	WIZZ AIR	S	44	0	0	2.3	20.5	25.0	11.4	22.7	13.6	4.5	0.0	0.0	0.0	0.0	32	79.5	11	44	
<b>TOTAL SIBIU</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.5</b>	<b>25.0</b>	<b>11.4</b>	<b>22.7</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>79.5</b>	<b>11</b>	<b>44</b>	
SUCEAVA	WIZZ AIR	S	54	0	0	1.9	16.7	51.9	16.7	9.3	0.0	3.7	0.0	0.0	0.0	0.0	17	61.1	16	36	
<b>TOTAL SUCEAVA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>16.7</b>	<b>51.9</b>	<b>16.7</b>	<b>9.3</b>	<b>0.0</b>	<b>3.7</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>16</b>	<b>36</b>	
TIMISOARA	WIZZ AIR	S	62	0	0	8.1	22.6	29.0	4.8	19.4	6.5	6.5	3.2	0.0	0.0	0.0	36	74.2	20	62	
<b>TOTAL TIMISOARA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>22.6</b>	<b>29.0</b>	<b>4.8</b>	<b>19.4</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>74.2</b>	<b>20</b>	<b>62</b>	
<b>TOTAL ROMANIA</b>			<b>912</b>	<b>0</b>	<b>2</b>	<b>13.0</b>	<b>25.9</b>	<b>33.2</b>	<b>9.1</b>	<b>11.2</b>	<b>4.9</b>	<b>2.2</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>17</b>	<b>81.5</b>	<b>11</b>	<b>871</b>	
<b>RUSSIA</b>																					
ADLER / SOCHI	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	31	2	
<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>50.0</b>	<b>31</b>	<b>2</b>	
BOLSHOYE SAVINO	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	0.0	60	1	
<b>TOTAL BOLSHOYE SAVINO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MOSCOW (SHEREMETYEVO)	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	8	1	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
MOSCOW (VNUKOVO)	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	66.7	8	3	
MOSCOW (VNUKOVO)	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	5	3	
MOSCOW (VNUKOVO)	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	11	1	
MOSCOW (VNUKOVO)	MHS AVIATION GMBH GRUENWALD	C	0	0	0	0.0	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	
MOSCOW (VNUKOVO)	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	11	1	
MOSCOW (VNUKOVO)	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	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>93.8</b>	<b>7</b>	<b>16</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>85.0</b>	<b>12</b>	<b>20</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	WIZZ AIR	S	62	0	0	0.0	32.3	27.4	8.1	9.7	22.6	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
<b>TOTAL BRATISLAVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.3</b>	<b>27.4</b>	<b>8.1</b>	<b>9.7</b>	<b>22.6</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>	
KOSICE	WIZZ AIR	S	56	0	0	25.0	19.6	35.7	8.9	7.1	1.8	0.0	1.8	0.0	0.0	0.0	13	81.4	11	70	
<b>TOTAL KOSICE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>19.6</b>	<b>35.7</b>	<b>8.9</b>	<b>7.1</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>81.4</b>	<b>11</b>	<b>70</b>	
TATRY-POPRADEK	WIZZ AIR	S	28	0	0	10.7	25.0	28.6	10.7	14.3	3.6	7.1	0.0	0.0	0.0	0.0	23	69.2	15	26	
<b>TOTAL TATRY-POPRADEK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>25.0</b>	<b>28.6</b>	<b>10.7</b>	<b>14.3</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>69.2</b>	<b>15</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>11.6</b>	<b>26.0</b>	<b>30.8</b>	<b>8.9</b>	<b>9.6</b>	<b>11.0</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>78.1</b>	<b>12</b>	<b>96</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	WIZZ AIR	S	35	0	0	22.9	25.7	20.0	5.7	5.7	5.7	14.3	0.0	0.0	0.0	0.0	30	79.4	12	34	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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 LJUBLJANA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>25.7</b>	<b>20.0</b>	<b>5.7</b>	<b>5.7</b>	<b>5.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>79.4</b>	<b>12</b>	<b>34</b>	
<b>TOTAL SLOVENIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>22.9</b>	<b>25.7</b>	<b>20.0</b>	<b>5.7</b>	<b>5.7</b>	<b>5.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>79.4</b>	<b>12</b>	<b>34</b>	
<b>SPAIN</b>																				
<b>ALICANTE</b>	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	100.0	6	1	
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	132	0	0	6.1	16.7	31.1	16.7	18.9	8.3	2.3	0.0	0.0	0.0	24	57.7	25	130	
<b>ALICANTE</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	75.0	12	52		
<b>TOTAL ALICANTE</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>16.7</b>	<b>31.1</b>	<b>16.7</b>	<b>18.9</b>	<b>8.3</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>62.8</b>	<b>21</b>	<b>183</b>	
<b>BARCELONA</b>	EASYJET AIRLINE COMPANY LTD	S	179	0	6	0.5	18.4	46.5	11.9	8.6	7.6	2.7	0.5	0.0	3.2	22	71.5	17	186	
<b>BARCELONA</b>	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	100.0	7	1		
<b>BARCELONA</b>	RYANAIR	S	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	45	0.0	0	0		
<b>BARCELONA</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	100.0	0	1			
<b>BARCELONA</b>	VUELING AIRLINES	S	54	0	2	0.0	14.3	16.1	23.2	21.4	8.9	5.4	7.1	3.6	53	75.4	12	122		
<b>TOTAL BARCELONA</b>			<b>235</b>	<b>0</b>	<b>8</b>	<b>0.4</b>	<b>17.3</b>	<b>39.1</b>	<b>14.8</b>	<b>11.5</b>	<b>8.2</b>	<b>3.3</b>	<b>2.1</b>	<b>0.0</b>	<b>3.3</b>	<b>29</b>	<b>73.2</b>	<b>15</b>	<b>310</b>	
<b>GIRONA</b>	RYANAIR	S	26	0	0	7.7	23.1	42.3	11.5	7.7	0.0	0.0	0.0	7.7	39	78.6	19	28		
<b>TOTAL GIRONA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>23.1</b>	<b>42.3</b>	<b>11.5</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>39</b>	<b>78.6</b>	<b>19</b>	<b>28</b>		
<b>IBIZA</b>	EASYJET AIRLINE COMPANY LTD	S	80	0	0	0.0	8.8	28.8	15.0	28.8	13.8	5.0	0.0	0.0	38	62.1	23	58		
<b>IBIZA</b>	TUI AIRWAYS LTD	C	14	0	0	0.0	0.0	42.9	35.7	21.4	0.0	0.0	0.0	17	77.8	9	18			
<b>IBIZA</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	100.0	3	1			
<b>TOTAL IBIZA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.4</b>	<b>30.9</b>	<b>18.1</b>	<b>27.7</b>	<b>11.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>66.2</b>	<b>20</b>	<b>77</b>		
<b>MADRID</b>	EASYJET AIRLINE COMPANY LTD	S	74	0	0	6.8	21.6	36.5	9.5	8.1	12.2	2.7	2.7	29	75.0	12	84			
<b>MADRID</b>	ENTER AIR	C	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	30	0.0	0	0			
<b>MADRID</b>	EXECUTIVE AIRLINES	C	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>MADRID</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	100.0	0	1			
<b>TOTAL MADRID</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>22.4</b>	<b>35.5</b>	<b>9.2</b>	<b>9.2</b>	<b>11.8</b>	<b>2.6</b>	<b>2.6</b>	<b>29</b>	<b>75.6</b>	<b>12</b>	<b>86</b>			
<b>MAHON</b>	EASYJET AIRLINE COMPANY LTD	S	24	0	4	3.6	25.0	32.1	7.1	7.1	7.1	3.6	0.0	14.3	20	84.6	7	26		
<b>MAHON</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	35			
<b>MAHON</b>	TUI AIRWAYS LTD	C	6	0	0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	7	81.3	8	16			
<b>TOTAL MAHON</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>2.9</b>	<b>26.5</b>	<b>35.3</b>	<b>8.8</b>	<b>5.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>11.8</b>	<b>17</b>	<b>90.9</b>	<b>5</b>	<b>77</b>		
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	182	0	0	0.0	13.7	37.4	18.1	20.3	7.7	1.1	1.6	27	57.6	23	172			
<b>MALAGA</b>	MONARCH AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	74.1	11	54			
<b>MALAGA</b>	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	10.0	70.0	20.0	0.0	0.0	0.0	27	41.2	31	17			
<b>TOTAL MALAGA</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>13.0</b>	<b>35.9</b>	<b>20.8</b>	<b>20.3</b>	<b>7.3</b>	<b>1.0</b>	<b>1.6</b>	<b>27</b>	<b>60.1</b>	<b>21</b>	<b>243</b>			
<b>MURCIA SAN JAVIER</b>	RYANAIR	S	59	0	3	16.1	14.5	35.5	14.5	14.5	0.0	0.0	0.0	4.8	12	82.3	8	62		
<b>TOTAL MURCIA SAN JAVIER</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>16.1</b>	<b>14.5</b>	<b>35.5</b>	<b>14.5</b>	<b>14.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>12</b>	<b>82.3</b>	<b>8</b>	<b>62</b>		

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	AIR EUROPA	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	3	0.0	0	0	
PALMA DE MALLORCA	AIR ONE	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	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	160	0	0	1.9	22.5	38.1	11.9	11.3	9.4	3.8	1.3	0.0	0.0	0.0	27	77.5	12	138	
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	83.9	8	62	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	22	0	0	0.0	4.5	13.6	31.8	27.3	18.2	4.5	0.0	0.0	0.0	0.0	47	71.8	13	39	
PALMA DE MALLORCA	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	13	1	
<b>TOTAL PALMA DE MALLORCA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>19.9</b>	<b>34.9</b>	<b>14.5</b>	<b>12.9</b>	<b>10.2</b>	<b>3.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>78.3</b>	<b>11</b>	<b>240</b>	
REUS	EASYJET AIRLINE COMPANY LTD	S	16	0	2	16.7	16.7	27.8	11.1	11.1	5.6	0.0	0.0	0.0	0.0	11.1	17	0.0	0	0	
REUS	TUI AIRWAYS LTD	C	9	0	0	0.0	11.1	55.6	11.1	0.0	0.0	22.2	0.0	0.0	0.0	0.0	36	88.9	7	9	
<b>TOTAL REUS</b>			<b>25</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>14.8</b>	<b>37.0</b>	<b>11.1</b>	<b>7.4</b>	<b>3.7</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>23</b>	<b>88.9</b>	<b>7</b>	<b>9</b>	
SEVILLE	EASYJET AIRLINE COMPANY LTD	S	24	0	0	4.2	37.5	41.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>37.5</b>	<b>41.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	0.0	21.4	28.6	17.9	10.7	17.9	0.0	3.6	0.0	0.0	0.0	37	69.2	15	26	
<b>TOTAL VALENCIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>28.6</b>	<b>17.9</b>	<b>10.7</b>	<b>17.9</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>69.2</b>	<b>15</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>1107</b>	<b>0</b>	<b>17</b>	<b>3.2</b>	<b>17.2</b>	<b>35.5</b>	<b>15.7</b>	<b>14.9</b>	<b>8.2</b>	<b>2.6</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.5</b>	<b>27</b>	<b>71.7</b>	<b>15</b>	<b>1341</b>	
<b>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	22.2	55.6	5.6	5.6	5.6	0.0	0.0	0.0	0.0	0.0	15	88.9	5	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	100.0	2	8	
ARRECIFE	RYANAIR	S	18	0	0	0.0	5.6	83.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	94.4	7	18	
ARRECIFE	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	76.5	5.9	0.0	11.8	0.0	0.0	0.0	0.0	0.0	14	68.8	25	16	
<b>TOTAL ARRECIFE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>11.3</b>	<b>71.7</b>	<b>7.5</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>0.0</b>	<b>12</b>	<b>86.7</b>	<b>11</b>	<b>60</b>	
FUERTEVENTURA	RYANAIR	S	18	0	0	0.0	11.1	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	0.0	21	72.2	12	18	
FUERTEVENTURA	TUI AIRWAYS LTD	C	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	7	87.5	6	8	
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>11.5</b>	<b>46.2</b>	<b>23.1</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>17</b>	<b>76.9</b>	<b>10</b>	<b>26</b>	
LAS PALMAS	RYANAIR	S	16	0	0	0.0	18.8	62.5	6.3	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	94.4	4	18	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	80.0	9	10	
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>62.5</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>0.0</b>	<b>16</b>	<b>89.3</b>	<b>6</b>	<b>28</b>	
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	14.3	39.3	10.7	21.4	10.7	0.0	0.0	0.0	0.0	0.0	25	88.5	6	26	
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	76.9	9	26	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	18	0	0	0.0	22.2	50.0	16.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	8	18	
TENERIFE (SURREINA SOFIA)	SMARTWINGS	C	10	0	0	0.0	0.0	20.0	30.0	10.0	30.0	0.0	10.0	0.0	0.0	0.0	69	0.0	0	0	



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

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
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	22	66.7	15	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>12.5</b>	<b>39.1</b>	<b>17.2</b>	<b>18.8</b>	<b>9.4</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>80.7</b>	<b>9</b>	<b>88</b>
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>12.6</b>	<b>53.9</b>	<b>13.2</b>	<b>10.8</b>	<b>7.2</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>83.2</b>	<b>9</b>	<b>202</b>
STOCKHOLM (ARLANDA)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	32.4	17.6	17.6	23.5	2.9	2.9	2.9	0.0	0.0	0.0	26	83.3	19	36
STOCKHOLM (ARLANDA)	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
STOCKHOLM (ARLANDA)	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	7	18
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>17.6</b>	<b>17.6</b>	<b>23.5</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>83.6</b>	<b>15</b>	<b>55</b>
STOCKHOLM (BROMMA)	MHS AVIATION GMBH GRUENWALD	C	0	0	0	0.0	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
STOCKHOLM (BROMMA)	WINDJET SPA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
<b>TOTAL STOCKHOLM (BROMMA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>2</b>
<b>TOTAL SWEDEN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.4</b>	<b>17.6</b>	<b>17.6</b>	<b>23.5</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>84.2</b>	<b>15</b>	<b>57</b>
<b>SWITZERLAND</b>																				
BALE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	1.6	32.3	32.3	14.5	17.7	1.6	0.0	0.0	0.0	0.0	0.0	14	90.3	4	62
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	0.0	34	2
<b>TOTAL BALE MULHOUSE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>32.3</b>	<b>32.3</b>	<b>14.5</b>	<b>17.7</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>14</b>	<b>87.5</b>	<b>5</b>	<b>64</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	118	0	6	4.8	22.6	40.3	12.9	10.5	2.4	0.8	0.8	0.0	0.0	4.8	16	71.6	14	116
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	0.0	37	1
GENEVA	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
GENEVA	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	2
<b>TOTAL GENEVA</b>			<b>118</b>	<b>0</b>	<b>6</b>	<b>4.8</b>	<b>22.6</b>	<b>40.3</b>	<b>12.9</b>	<b>10.5</b>	<b>2.4</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>16</b>	<b>71.7</b>	<b>14</b>	<b>120</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	115	0	2	2.6	22.2	35.9	12.0	9.4	9.4	2.6	3.4	0.9	0.0	1.7	34	69.0	18	116
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	9	1
<b>TOTAL ZURICH</b>			<b>115</b>	<b>0</b>	<b>2</b>	<b>2.6</b>	<b>22.2</b>	<b>35.9</b>	<b>12.0</b>	<b>9.4</b>	<b>9.4</b>	<b>2.6</b>	<b>3.4</b>	<b>0.9</b>	<b>0.0</b>	<b>1.7</b>	<b>34</b>	<b>69.2</b>	<b>18</b>	<b>117</b>
<b>TOTAL SWITZERLAND</b>			<b>295</b>	<b>0</b>	<b>8</b>	<b>3.3</b>	<b>24.4</b>	<b>37.0</b>	<b>12.9</b>	<b>11.6</b>	<b>5.0</b>	<b>1.3</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>2.6</b>	<b>23</b>	<b>74.1</b>	<b>14</b>	<b>301</b>
<b>TURKEY</b>																				
ANTALYA	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
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	17	0	0	5.9	17.6	35.3	11.8	11.8	11.8	5.9	0.0	0.0	0.0	0.0	28	76.5	11	17
ANTALYA	FREEBIRD AIRLINES	C	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
ANTALYA	THOMAS COOK AIRLINES LTD	S	17	0	1	0.0	5.6	27.8	0.0	22.2	22.2	16.7	0.0	0.0	0.0	5.6	58	0.0	0	0

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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 ANTALYA</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>2.6</b>	<b>13.2</b>	<b>28.9</b>	<b>10.5</b>	<b>15.8</b>	<b>15.8</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>41</b>	<b>77.8</b>	<b>10</b>	<b>18</b>	
<b>BODRUM (MILAS)</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	33.3	16.7	33.3	5.6	0.0	0.0	0.0	0.0	0.0	24	88.9	26	18	
<b>TOTAL BODRUM (MILAS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>16.7</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>24</b>	<b>88.9</b>	<b>26</b>	<b>18</b>	
<b>DALAMAN</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	2	5.0	15.0	40.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	10.0	13	0.0	0	0	
<b>DALAMAN</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	71.4	11	28	
<b>DALAMAN</b>	THOMAS COOK AIRLINES LTD	S	16	0	1	0.0	11.8	35.3	0.0	17.6	17.6	11.8	0.0	0.0	0.0	5.9	42	0.0	0	0	
<b>DALAMAN</b>	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	38	0.0	0	0	
<b>TOTAL DALAMAN</b>			<b>37</b>	<b>0</b>	<b>3</b>	<b>2.5</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>10.0</b>	<b>12.5</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>28</b>	<b>71.4</b>	<b>11</b>	<b>28</b>	
<b>ISTANBUL</b>	MNG AIRLINES	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL ISTANBUL</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>100.0</b>	<b>0</b>	<b>1</b>	
<b>TOTAL TURKEY</b>			<b>93</b>	<b>0</b>	<b>4</b>	<b>3.1</b>	<b>12.4</b>	<b>33.0</b>	<b>12.4</b>	<b>16.5</b>	<b>12.4</b>	<b>6.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>32</b>	<b>78.5</b>	<b>15</b>	<b>65</b>	
<b>UKRAINE</b>																					
<b>KIEV (BORISPOL)</b>	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	18	6	
<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>0.0</b>	<b>0</b>	<b>50.0</b>	<b>18</b>	<b>6</b>	
<b>KIEV (ZHULYANY)</b>	WIZZ AIR	S	22	0	0	9.1	18.2	40.9	13.6	9.1	9.1	0.0	0.0	0.0	0.0	0.0	17	100.0	5	10	
<b>TOTAL KIEV (ZHULYANY)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>18.2</b>	<b>40.9</b>	<b>13.6</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>17</b>	<b>100.0</b>	<b>5</b>	<b>10</b>	
<b>LVOV</b>	WIZZ AIR	S	28	0	0	0.0	10.7	17.9	17.9	25.0	0.0	10.7	17.9	0.0	0.0	0.0	73	0.0	0	0	
<b>TOTAL LVOV</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>17.9</b>	<b>17.9</b>	<b>25.0</b>	<b>0.0</b>	<b>10.7</b>	<b>17.9</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>	
<b>TOTAL UKRAINE</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>14.0</b>	<b>28.0</b>	<b>16.0</b>	<b>18.0</b>	<b>4.0</b>	<b>6.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>81.3</b>	<b>10</b>	<b>16</b>	
<b>UNITED ARAB EMIRATES</b>																					
<b>DUBAI</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	7	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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
<b>TOTAL UNITED ARAB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>7</b>	<b>1</b>	
<b>UNITED KINGDOM</b>																					
<b>ABERDEEN</b>	EASYJET AIRLINE COMPANY LTD	S	44	0	0	0.0	29.5	27.3	11.4	11.4	11.4	9.1	0.0	0.0	0.0	0.0	31	70.9	20	55	
<b>TOTAL ABERDEEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>29.5</b>	<b>27.3</b>	<b>11.4</b>	<b>11.4</b>	<b>11.4</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>70.9</b>	<b>20</b>	<b>55</b>	
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	210	0	2	1.9	34.0	33.5	9.9	12.3	7.1	0.5	0.0	0.0	0.0	0.9	17	75.1	12	209	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>210</b>	<b>0</b>	<b>2</b>	<b>1.9</b>	<b>34.0</b>	<b>33.5</b>	<b>9.9</b>	<b>12.3</b>	<b>7.1</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>75.1</b>	<b>12</b>	<b>209</b>	
<b>BIGGIN HILL</b>	RYANAIR	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL BIGGIN HILL</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>	
<b>BIRMINGHAM</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	33.3	41	3	
<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>33.3</b>	<b>41</b>	<b>3</b>	
<b>BRISTOL</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	53	100.0	1	1	
<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>53</b>	<b>100.0</b>	<b>1</b>	<b>1</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

## Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	EASYJET AIRLINE COMPANY LTD	S	194	0	0	8.8	38.1	25.3	12.4	8.2	4.1	2.6	0.5	0.0	0.0	0.0	16	68.4	14	196	
EDINBURGH	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	10	1	
<b>TOTAL EDINBURGH</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>38.1</b>	<b>25.3</b>	<b>12.4</b>	<b>8.2</b>	<b>4.1</b>	<b>2.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>68.5</b>	<b>14</b>	<b>197</b>	
GATWICK	EASYJET AIRLINE COMPANY LTD	S	4	0	0	0.0	25.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	41	0.0	98	1	
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	76	2	
GATWICK	THOMAS COOK AIRLINES 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	23	0.0	0	0	
<b>TOTAL GATWICK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>0.0</b>	<b>83</b>	<b>3</b>	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	146	0	4	12.0	27.3	30.0	12.0	5.3	8.7	2.0	0.0	0.0	0.0	2.7	18	77.6	15	143	
<b>TOTAL GLASGOW</b>			<b>146</b>	<b>0</b>	<b>4</b>	<b>12.0</b>	<b>27.3</b>	<b>30.0</b>	<b>12.0</b>	<b>5.3</b>	<b>8.7</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>18</b>	<b>77.6</b>	<b>15</b>	<b>143</b>		
HEATHROW	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	458	1	
<b>TOTAL HEATHROW</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>458</b>	<b>1</b>	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	102	0	2	3.8	30.8	33.7	9.6	9.6	5.8	3.8	1.0	0.0	0.0	1.9	22	71.9	19	96	
<b>TOTAL INVERNESS</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>30.8</b>	<b>33.7</b>	<b>9.6</b>	<b>9.6</b>	<b>5.8</b>	<b>3.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>22</b>	<b>71.9</b>	<b>19</b>	<b>96</b>	
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	37	0	1	23.7	23.7	21.1	21.1	5.3	2.6	0.0	0.0	0.0	0.0	2.6	10	90.0	8	30	
<b>TOTAL ISLE OF MAN</b>			<b>37</b>	<b>0</b>	<b>1</b>	<b>23.7</b>	<b>23.7</b>	<b>21.1</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>2.6</b>	<b>10</b>	<b>90.0</b>	<b>8</b>	<b>30</b>	
JERSEY	EASYJET AIRLINE COMPANY LTD	S	56	0	2	5.2	19.0	25.9	20.7	19.0	6.9	0.0	0.0	0.0	0.0	3.4	20	76.2	15	42	
<b>TOTAL JERSEY</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>5.2</b>	<b>19.0</b>	<b>25.9</b>	<b>20.7</b>	<b>19.0</b>	<b>6.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>20</b>	<b>76.2</b>	<b>15</b>	<b>42</b>	
LIVERPOOL (JOHN LENNON)	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	60	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>100.0</b>	<b>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>	
MANCHESTER	EASYJET AIRLINE COMPANY 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	119	1	
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	16	1	
MANCHESTER	THOMAS COOK AIRLINES LTD	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	63	0.0	0	0	
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	5	1	
<b>TOTAL MANCHESTER</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>63</b>	<b>33.3</b>	<b>47</b>	<b>3</b>	
NEWCASTLE	EASYJET AIRLINE COMPANY 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	10	83.3	9	6	
<b>TOTAL NEWCASTLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>83.3</b>	<b>9</b>	<b>6</b>	
NORTHOLT	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 NORTHOLT</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
SOUTHEND	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 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>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STANSTED	BLUE AIR TRANSPORT AERIAN	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	

Reporting Airport: LUTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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
STANSTED	EASYJET AIRLINE COMPANY LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	31	100.0	0	1
STANSTED	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	11	2
STANSTED	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	31	0.0	0	0
<b>TOTAL STANSTED</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</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>25</b>	<b>66.7</b>	<b>7</b>	<b>3</b>
STORNOWAY	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	27	1
<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>0.0</b>	<b>27</b>	<b>1</b>
<b>TOTAL UNITED KINGDOM</b>			<b>809</b>	<b>0</b>	<b>12</b>	<b>6.8</b>	<b>30.9</b>	<b>29.0</b>	<b>12.5</b>	<b>10.2</b>	<b>6.6</b>	<b>2.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>19</b>	<b>73.2</b>	<b>15</b>	<b>794</b>
<b>USA</b>																				
SAN ANTONIO INTERNATIONAL	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	100.0	0	1
<b>TOTAL SAN ANTONIO 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>
TETERBORO	LUXAVIATION 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	100.0	0	1
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	50.0	12	2
<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>66.7</b>	<b>8</b>	<b>3</b>
WHITE PLAINS	VISTAJET LTD MALTA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	36	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>0.0</b>	<b>36</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>60.0</b>	<b>12</b>	<b>5</b>
<b>TOTAL LUTON</b>			<b>9442</b>	<b>0</b>	<b>114</b>	<b>6.4</b>	<b>21.8</b>	<b>35.3</b>	<b>12.7</b>	<b>12.1</b>	<b>7.3</b>	<b>2.2</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>23</b>	<b>76.0</b>	<b>13</b>	<b>9735</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	FLYBE 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	80	100.0	2	3	
<b>TOTAL INNSBRUCK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80</b>	<b>100.0</b>	<b>2</b>	<b>3</b>	
SALZBURG	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	13	0.0	0	0	
SALZBURG	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	0.0	54	1	
<b>TOTAL SALZBURG</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>14</b>	<b>0.0</b>	<b>54</b>	<b>1</b>	
VIENNA	AUSTRIAN AIRLINES	S	62	0	0	0.0	33.9	43.5	21.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	7	82.3	12	62	
VIENNA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	0.0	32.1	39.3	7.1	10.7	3.6	7.1	0.0	0.0	0.0	0.0	22	53.6	32	26	
<b>TOTAL VIENNA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>42.2</b>	<b>16.7</b>	<b>4.4</b>	<b>1.1</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.3</b>	<b>18</b>	<b>88</b>	
<b>TOTAL AUSTRIA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>42.7</b>	<b>17.7</b>	<b>4.2</b>	<b>1.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>73.4</b>	<b>18</b>	<b>92</b>	
<b>BARBADOS</b>																					
BRIDGETOWN	TUI AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	27.8	44.4	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	3	18	
<b>TOTAL BRIDGETOWN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.7</b>	<b>3</b>	<b>19</b>	
<b>TOTAL BARBADOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>27.8</b>	<b>44.4</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>94.7</b>	<b>3</b>	<b>19</b>	
<b>BELARUS</b>																					
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	2	
<b>TOTAL MINSK INT'L</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>100.0</b>	<b>2</b>	<b>2</b>	
<b>TOTAL BELARUS</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>100.0</b>	<b>2</b>	<b>2</b>	
<b>BELGIUM</b>																					
ANTWERP	TYROLEAN AIRWAYS	C	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRUSSELS	BRUSSELS AIRLINES	S	150	0	18	0.0	16.1	44.0	13.7	9.5	6.0	0.0	0.0	0.0	0.0	10.7	17	70.0	13	170	
<b>TOTAL BRUSSELS</b>			<b>150</b>	<b>0</b>	<b>18</b>	<b>0.0</b>	<b>16.1</b>	<b>44.0</b>	<b>13.7</b>	<b>9.5</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.7</b>	<b>17</b>	<b>70.0</b>	<b>13</b>	<b>170</b>	
CHARLEROI	RYANAIR	S	107	0	1	2.8	37.0	42.6	7.4	8.3	0.9	0.0	0.0	0.0	0.0	0.9	8	91.7	4	108	
<b>TOTAL CHARLEROI</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>37.0</b>	<b>42.6</b>	<b>7.4</b>	<b>8.3</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>8</b>	<b>91.7</b>	<b>4</b>	<b>108</b>	
LIEGE	SPRINTAIR	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 LIEGE</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>259</b>	<b>0</b>	<b>20</b>	<b>1.1</b>	<b>24.4</b>	<b>43.0</b>	<b>11.5</b>	<b>9.0</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>13</b>	<b>78.4</b>	<b>10</b>	<b>278</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	C	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	13	100.0	3	12	
BURGAS	THOMAS COOK AIRLINES LTD	S	18	0	0	16.7	27.8	38.9	0.0	5.6	0.0	11.1	0.0	0.0	0.0	0.0	21	83.3	7	18	
BURGAS	TUI AIRWAYS LTD	C	12	0	0	8.3	16.7	33.3	16.7	16.7	0.0	8.3	0.0	0.0	0.0	0.0	25	50.0	43	16	
<b>TOTAL BURGAS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>18.6</b>	<b>44.2</b>	<b>11.6</b>	<b>9.3</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>76.1</b>	<b>18</b>	<b>46</b>	
SOFIA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	25.0	46.4	7.1	10.7	7.1	0.0	0.0	0.0	0.0	0.0	15	91.2	7	34	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 SOFIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>25.0</b>	<b>46.4</b>	<b>7.1</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>15</b>	<b>91.2</b>	<b>7</b>	<b>34</b>	
VARNA	BH AIR	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	2	
VARNA	SMARTWINGS	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0	
VARNA	THOMAS COOK AIRLINES LTD	S	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
VARNA	TUI AIRWAYS LTD	C	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	15	0.0	0	0	
<b>TOTAL VARNA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>27.3</b>	<b>36.4</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>12</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
<b>TOTAL BULGARIA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>22.0</b>	<b>43.9</b>	<b>11.0</b>	<b>9.8</b>	<b>2.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>82.9</b>	<b>13</b>	<b>82</b>	
<b>CANADA</b>																					
TORONTO	AIR TRANSAT	S	36	0	0	11.1	27.8	44.4	5.6	5.6	2.8	2.8	0.0	0.0	0.0	0.0	12	47.1	33	34	
<b>TOTAL TORONTO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>44.4</b>	<b>5.6</b>	<b>5.6</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>12</b>	<b>47.1</b>	<b>33</b>	<b>34</b>	
VANCOUVER	AIR TRANSAT	S	18	0	0	11.1	44.4	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	58.3	15	12	
<b>TOTAL VANCOUVER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>44.4</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>58.3</b>	<b>15</b>	<b>12</b>	
<b>TOTAL CANADA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>37.0</b>	<b>9.3</b>	<b>5.6</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>50.0</b>	<b>29</b>	<b>46</b>	
<b>CAPE VERDE ISLANDS</b>																					
BOA VISTA (RABIL)	TUI AIRWAYS LTD	S	26	0	0	7.7	38.5	42.3	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	6	80.8	19	26	
<b>TOTAL BOA VISTA (RABIL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.5</b>	<b>42.3</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>80.8</b>	<b>19</b>	<b>26</b>	
ILHA DO SAL C.VERDE	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	71.4	17	7	
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	0.0	280	1	
ILHA DO SAL C.VERDE	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	72.2	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	52.9	16	17	
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>72.2</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>56.0</b>	<b>27</b>	<b>25</b>	
<b>TOTAL CAPE VERDE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>27.3</b>	<b>54.5</b>	<b>2.3</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>68.6</b>	<b>23</b>	<b>51</b>	
<b>CHINA</b>																					
BEIJING	HAINAN AIRLINES	S	34	0	0	11.8	44.1	29.4	2.9	2.9	5.9	2.9	0.0	0.0	0.0	0.0	14	90.0	1	36	
<b>TOTAL BEIJING</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>44.1</b>	<b>29.4</b>	<b>2.9</b>	<b>2.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.0</b>	<b>1</b>	<b>36</b>	
<b>TOTAL CHINA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>44.1</b>	<b>29.4</b>	<b>2.9</b>	<b>2.9</b>	<b>5.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>90.0</b>	<b>1</b>	<b>36</b>	
<b>CROATIA</b>																					
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	31.3	31.3	31.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
DUBROVNIK	JET2.COM LTD	S	28	0	0	14.3	25.0	39.3	14.3	0.0	3.6	0.0	3.6	0.0	0.0	0.0	19	96.0	3	25	
DUBROVNIK	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	61.1	17	18	
DUBROVNIK	THOMAS COOK AIRLINES LTD	S	12	0	0	0.0	41.7	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
DUBROVNIK	TUI AIRWAYS LTD	S	17	0	0	5.9	23.5	64.7	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	11	15	
<b>TOTAL DUBROVNIK</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>28.8</b>	<b>45.2</b>	<b>13.7</b>	<b>2.7</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.0</b>	<b>10</b>	<b>58</b>	
PULA	JET2.COM LTD	S	14	0	0	7.1	0.0	64.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	1	12	
PULA	TUI AIRWAYS LTD	C	16	0	0	0.0	18.8	68.8	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	14	16	
<b>TOTAL PULA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>10.0</b>	<b>66.7</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>0.0</b>	<b>11</b>	<b>85.7</b>	<b>9</b>	<b>28</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
SPLIT	EASYJET AIRLINE COMPANY LTD	S	28	0	0	21.4	21.4	39.3	7.1	7.1	3.6	0.0	0.0	0.0	0.0	0.0	11	88.9	5	18
SPLIT	JET2.COM LTD	S	20	0	0	5.0	20.0	15.0	35.0	10.0	10.0	5.0	0.0	0.0	0.0	0.0	30	90.0	3	20
SPLIT	THOMAS COOK AIRLINES LTD	S	22	0	0	4.5	22.7	36.4	9.1	13.6	13.6	0.0	0.0	0.0	0.0	0.0	20	93.8	4	16
SPLIT	TUI AIRWAYS LTD	C	15	0	0	0.0	20.0	60.0	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	11	100.0	0	7
<b>TOTAL SPLIT</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>21.2</b>	<b>36.5</b>	<b>14.1</b>	<b>9.4</b>	<b>8.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>91.8</b>	<b>4</b>	<b>61</b>
ZADAR	RYANAIR	S	18	0	0	5.6	11.1	55.6	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	16	100.0	3	18
ZADAR	TITAN AIRWAYS LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1
<b>TOTAL ZADAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>55.6</b>	<b>11.1</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>94.7</b>	<b>5</b>	<b>19</b>
ZAGREB	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 ZAGREB</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>94.4</b>	<b>4</b>	<b>18</b>
<b>TOTAL CROATIA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>7.3</b>	<b>21.4</b>	<b>45.6</b>	<b>13.6</b>	<b>6.8</b>	<b>4.4</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>88.0</b>	<b>6</b>	<b>184</b>
<b>CUBA</b>																				
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	20.0	30.0	0.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	35	76.5	11	17
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>20.0</b>	<b>30.0</b>	<b>0.0</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>35</b>	<b>76.5</b>	<b>11</b>	<b>17</b>
HOLGUIN (FRANK PAIS)	THOMAS COOK AIRLINES LTD	S	18	0	0	44.4	16.7	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	6	18
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44.4</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>0.0</b>	<b>0.0</b>	<b>6</b>	<b>88.9</b>	<b>6</b>	<b>18</b>
SANTA CLARA	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	0.0	33.3	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
SANTA CLARA	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	33.3	52	9
<b>TOTAL SANTA CLARA</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>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>30</b>	<b>33.3</b>	<b>52</b>	<b>9</b>
VARADERO	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	37.5	12.5	0.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	38	75.0	40	8
<b>TOTAL VARADERO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38</b>	<b>75.0</b>	<b>40</b>	<b>8</b>
<b>TOTAL CUBA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>19.0</b>	<b>23.8</b>	<b>9.5</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>22</b>	<b>73.1</b>	<b>21</b>	<b>52</b>
<b>CYPRUS</b>																				
LARNACA	COBALT	S	16	0	2	16.7	27.8	27.8	5.6	11.1	0.0	0.0	0.0	0.0	11.1	9	85.7	25	28	
LARNACA	JET2.COM LTD	S	34	0	1	8.6	8.6	45.7	17.1	14.3	2.9	0.0	0.0	0.0	2.9	16	70.0	17	30	
LARNACA	THOMAS COOK AIRLINES LTD	S	26	0	0	3.8	7.7	34.6	15.4	23.1	7.7	7.7	0.0	0.0	0.0	31	68.0	16	25	
LARNACA	TUI AIRWAYS LTD	C	33	0	0	0.0	9.1	48.5	18.2	12.1	9.1	3.0	0.0	0.0	0.0	25	58.8	28	34	
<b>TOTAL LARNACA</b>			<b>109</b>	<b>0</b>	<b>3</b>	<b>6.3</b>	<b>11.6</b>	<b>41.1</b>	<b>15.2</b>	<b>15.2</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>21</b>	<b>70.1</b>	<b>22</b>	<b>117</b>
PAPHOS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	4.8	11.3	33.9	21.0	22.6	3.2	3.2	0.0	0.0	0.0	0.0	25	71.0	15	62
PAPHOS	JET2.COM LTD	S	38	0	0	13.2	31.6	42.1	7.9	0.0	2.6	2.6	0.0	0.0	0.0	11	64.9	17	37	
PAPHOS	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	22.2	11.1	33.3	5.6	5.6	16.7	0.0	0.0	0.0	38	68.2	29	21	
PAPHOS	TUI AIRWAYS LTD	C	46	0	0	2.2	17.4	37.0	15.2	17.4	10.9	0.0	0.0	0.0	0.0	21	72.5	14	51	
<b>TOTAL PAPHOS</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>18.9</b>	<b>34.1</b>	<b>17.7</b>	<b>14.0</b>	<b>5.5</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>69.8</b>	<b>17</b>	<b>171</b>	
<b>TOTAL CYPRUS</b>			<b>273</b>	<b>0</b>	<b>3</b>	<b>6.2</b>	<b>15.9</b>	<b>37.0</b>	<b>16.7</b>	<b>14.5</b>	<b>5.4</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>22</b>	<b>69.9</b>	<b>19</b>	<b>288</b>
<b>CZECH REPUBLIC</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	52	0	0	0.0	19.2	44.2	15.4	3.8	11.5	3.8	1.9	0.0	0.0	0.0	27	67.2	24	61	
PRAGUE	JET2.COM LTD	S	34	0	0	0.0	17.6	32.4	11.8	8.8	23.5	0.0	5.9	0.0	0.0	0.0	45	79.4	13	34	
<b>TOTAL PRAGUE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.6</b>	<b>39.5</b>	<b>14.0</b>	<b>5.8</b>	<b>16.3</b>	<b>2.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>71.6</b>	<b>20</b>	<b>95</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>18.6</b>	<b>39.5</b>	<b>14.0</b>	<b>5.8</b>	<b>16.3</b>	<b>2.3</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>71.6</b>	<b>20</b>	<b>95</b>	
<b>DENMARK</b>																					
AALBORG	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 AALBORG</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
BILLUND	BRITISH AIRWAYS PLC	S	90	0	0	6.7	58.9	30.0	2.2	0.0	2.2	0.0	0.0	0.0	0.0	0.0	4	98.8	1	84	
<b>TOTAL BILLUND</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>58.9</b>	<b>30.0</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>0.0</b>	<b>4</b>	<b>98.8</b>	<b>1</b>	<b>84</b>	
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	96	0	0	7.3	28.1	34.4	12.5	8.3	6.3	2.1	1.0	0.0	0.0	0.0	20	77.2	16	92	
COPENHAGEN	SAS	S	152	0	4	1.9	41.0	37.8	6.4	6.4	3.2	0.0	0.6	0.0	0.0	2.6	10	90.8	5	150	
<b>TOTAL COPENHAGEN</b>			<b>248</b>	<b>0</b>	<b>4</b>	<b>4.0</b>	<b>36.1</b>	<b>36.5</b>	<b>8.7</b>	<b>7.1</b>	<b>4.4</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>85.7</b>	<b>9</b>	<b>242</b>	
<b>TOTAL DENMARK</b>			<b>338</b>	<b>0</b>	<b>4</b>	<b>4.7</b>	<b>42.1</b>	<b>34.8</b>	<b>7.0</b>	<b>5.3</b>	<b>3.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>11</b>	<b>89.1</b>	<b>7</b>	<b>327</b>	
<b>DOMINICAN REPUBLIC</b>																					
PUERTO PLATA	TUI AIRWAYS LTD	C	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	8	9	
<b>TOTAL PUERTO PLATA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>55.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>77.8</b>	<b>8</b>	<b>9</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	76.5	22	17	
PUNTA CANA	THOMAS COOK AIRLINES LTD	S	26	0	0	15.4	11.5	15.4	11.5	7.7	26.9	7.7	3.8	0.0	0.0	0.0	51	0.0	0	0	
PUNTA CANA	TUI AIRWAYS LTD	C	13	0	0	0.0	30.8	46.2	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	18	
PUNTA CANA	TUI AIRWAYS LTD	S	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
<b>TOTAL PUNTA CANA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>18.6</b>	<b>25.6</b>	<b>14.0</b>	<b>9.3</b>	<b>16.3</b>	<b>4.7</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>82.9</b>	<b>14</b>	<b>35</b>	
<b>TOTAL DOMINICAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>21.2</b>	<b>30.8</b>	<b>11.5</b>	<b>9.6</b>	<b>13.5</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>81.8</b>	<b>13</b>	<b>44</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	71.9	66	32	
HURGHADA	THOMAS COOK AIRLINES LTD	S	44	0	1	6.7	26.7	33.3	15.6	6.7	0.0	2.2	4.4	2.2	0.0	2.2	45	0.0	0	0	
HURGHADA	TUI AIRWAYS LTD	S	16	0	0	0.0	12.5	56.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	12	87.5	8	8	
<b>TOTAL HURGHADA</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>23.0</b>	<b>39.3</b>	<b>18.0</b>	<b>6.6</b>	<b>0.0</b>	<b>1.6</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>36</b>	<b>75.0</b>	<b>55</b>	<b>40</b>	
<b>TOTAL EGYPT</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>4.9</b>	<b>23.0</b>	<b>39.3</b>	<b>18.0</b>	<b>6.6</b>	<b>0.0</b>	<b>1.6</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>1.6</b>	<b>36</b>	<b>75.0</b>	<b>55</b>	<b>40</b>	
<b>FINLAND</b>																					
HELSINKI	FINNAIR	S	124	0	0	4.0	49.2	37.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	85.5	5	122	
<b>TOTAL HELSINKI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>49.2</b>	<b>37.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.5</b>	<b>5</b>	<b>122</b>	
<b>TOTAL FINLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>49.2</b>	<b>37.1</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.5</b>	<b>5</b>	<b>122</b>	
<b>FRANCE</b>																					
AVIGNON	JOTA AVIATION LTD	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	85	1	
<b>TOTAL AVIGNON</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>85</b>	<b>1</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

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
BASTIA	EASYJET AIRLINE COMPANY LTD	S	8	0	0	12.5	12.5	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	26	100.0	3	6
<b>TOTAL BASTIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>100.0</b>	<b>3</b>	<b>6</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	75.0	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</b>	<b>75.0</b>	<b>13</b>	<b>28</b>	
BERGERAC	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	8	0.0	0	0	
<b>TOTAL BERGERAC</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>	
BEZIERS	RYANAIR	S	16	0	2	0.0	16.7	44.4	5.6	11.1	11.1	0.0	0.0	0.0	0.0	11.1	21	88.9	4	18
<b>TOTAL BEZIERS</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>16.7</b>	<b>44.4</b>	<b>5.6</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>21</b>	<b>88.9</b>	<b>4</b>	<b>18</b>
CALVI	FLYBE 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	18	40.0	38	5	
<b>TOTAL CALVI</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>18</b>	<b>40.0</b>	<b>38</b>	<b>5</b>	
CARCASSONNE	RYANAIR	S	16	0	0	0.0	0.0	56.3	12.5	25.0	6.3	0.0	0.0	0.0	0.0	25	67.9	20	28	
<b>TOTAL CARCASSONNE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>56.3</b>	<b>12.5</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>25</b>	<b>67.9</b>	<b>20</b>	<b>28</b>	
LA ROCHELLE	FLYBE 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	5	100.0	0	2	
<b>TOTAL LA ROCHELLE</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>5</b>	<b>100.0</b>	<b>0</b>	<b>2</b>	
LIMOGES	RYANAIR	S	24	0	2	0.0	3.8	34.6	23.1	23.1	3.8	3.8	0.0	0.0	0.0	7.7	31	23.1	35	26
<b>TOTAL LIMOGES</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>3.8</b>	<b>34.6</b>	<b>23.1</b>	<b>23.1</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>31</b>	<b>23.1</b>	<b>35</b>	<b>26</b>
LYON	FLYBE LTD	S	44	0	0	0.0	25.0	36.4	15.9	4.5	13.6	4.5	0.0	0.0	0.0	28	68.3	20	62	
<b>TOTAL LYON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>36.4</b>	<b>15.9</b>	<b>4.5</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>68.3</b>	<b>20</b>	<b>62</b>	
MARSEILLE	EASYJET AIRLINE COMPANY LTD	S	18	0	0	5.6	11.1	38.9	5.6	16.7	22.2	0.0	0.0	0.0	0.0	32	55.6	24	18	
<b>TOTAL MARSEILLE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>38.9</b>	<b>5.6</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>32</b>	<b>55.6</b>	<b>24</b>	<b>18</b>	
NANTES	FLYBE LTD	S	28	0	0	0.0	10.7	46.4	17.9	3.6	14.3	7.1	0.0	0.0	0.0	29	57.7	17	26	
<b>TOTAL NANTES</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>3.6</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>57.7</b>	<b>17</b>	<b>26</b>	
NICE	ATLANTIC 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	12	0.0	0	0	
NICE	BRITISH AIRWAYS PLC	S	6	0	0	16.7	0.0	16.7	0.0	66.7	0.0	0.0	0.0	0.0	0.0	30	25.0	13	2	
NICE	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	50.0	20	4	
NICE	EUROPE AIRPOST	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	
NICE	JET2.COM LTD	S	40	0	0	5.0	30.0	32.5	7.5	5.0	20.0	0.0	0.0	0.0	0.0	21	84.1	10	44	
NICE	LUXAIR	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
<b>TOTAL NICE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>33.3</b>	<b>6.3</b>	<b>12.5</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>77.4</b>	<b>11</b>	<b>51</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	175	0	12	3.7	39.0	35.3	6.4	4.3	2.1	1.6	1.1	0.0	0.0	6.4	12	90.8	5	184
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	76	0	2	3.8	28.2	39.7	15.4	7.7	2.6	0.0	0.0	0.0	0.0	2.6	11	56.3	25	80
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	232	0	0	1.3	24.1	50.9	12.5	7.3	2.6	1.3	0.0	0.0	0.0	13	84.5	10	232	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>483</b>	<b>0</b>	<b>14</b>	<b>2.6</b>	<b>30.4</b>	<b>43.3</b>	<b>10.7</b>	<b>6.2</b>	<b>2.4</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>12</b>	<b>82.3</b>	<b>11</b>	<b>496</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
PERPIGNAN	AERO4M	C	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
<b>TOTAL PERPIGNAN</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>
RENNES	FLYBE LTD	S	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	74	100.0	5	2
<b>TOTAL RENNES</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>74</b>	<b>100.0</b>	<b>5</b>	<b>2</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	S	62	0	1	1.6	25.4	54.0	7.9	7.9	0.0	0.0	1.6	0.0	0.0	1.6	12	72.6	22	62
TOULOUSE (BLAGNAC)	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	83.3	6	18
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>25.4</b>	<b>54.0</b>	<b>7.9</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>12</b>	<b>75.0</b>	<b>18</b>	<b>80</b>
<b>TOTAL FRANCE</b>			<b>759</b>	<b>0</b>	<b>19</b>	<b>2.4</b>	<b>26.0</b>	<b>43.1</b>	<b>11.1</b>	<b>8.1</b>	<b>5.1</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>16</b>	<b>76.4</b>	<b>14</b>	<b>849</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	116	0	0	8.6	37.9	27.6	12.1	8.6	5.2	0.0	0.0	0.0	0.0	0.0	13	77.6	24	114
BERLIN (SCHONEFELD)	RYANAIR	S	62	0	0	14.5	41.9	25.8	4.8	9.7	3.2	0.0	0.0	0.0	0.0	0.0	9	62.9	16	62
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>39.3</b>	<b>27.0</b>	<b>9.6</b>	<b>9.0</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>12</b>	<b>72.5</b>	<b>21</b>	<b>176</b>
BRAUNSCHWEIG	AIR NOSTRUM	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 BRAUNSCHWEIG</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>
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	44	0	0	2.3	43.2	20.5	2.3	13.6	6.8	6.8	4.5	0.0	0.0	0.0	34	77.8	11	18
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	73.1	15	26
COLOGNE BONN	RYANAIR	S	62	0	0	16.1	35.5	33.9	11.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
<b>TOTAL COLOGNE BONN</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>10.4</b>	<b>38.7</b>	<b>28.3</b>	<b>7.5</b>	<b>5.7</b>	<b>4.7</b>	<b>2.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>75.0</b>	<b>14</b>	<b>44</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	150	0	6	2.6	18.6	41.7	16.0	10.3	4.5	1.9	0.6	0.0	0.0	3.8	19	56.5	18	108
DUSSELDORF	FLYBE LTD	S	155	0	2	6.4	32.5	38.9	13.4	3.2	2.5	1.9	0.0	0.0	0.0	1.3	11	76.9	12	155
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	86.1	8	36
<b>TOTAL DUSSELDORF</b>			<b>305</b>	<b>0</b>	<b>8</b>	<b>4.5</b>	<b>25.6</b>	<b>40.3</b>	<b>14.7</b>	<b>6.7</b>	<b>3.5</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>15</b>	<b>70.7</b>	<b>14</b>	<b>299</b>
FRANKFURT MAIN	ETHIOPIAN AIRLINES	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
FRANKFURT MAIN	LUFTHANSA	S	277	0	4	1.8	34.5	35.9	10.3	10.7	4.6	0.7	0.0	0.0	0.0	1.4	14	86.4	7	234
FRANKFURT MAIN	RYANAIR	S	54	0	0	0.0	1.9	25.9	24.1	31.5	9.3	1.9	3.7	1.9	0.0	0.0	52	0.0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>331</b>	<b>0</b>	<b>5</b>	<b>1.5</b>	<b>29.2</b>	<b>34.2</b>	<b>12.5</b>	<b>14.0</b>	<b>5.4</b>	<b>0.9</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>1.5</b>	<b>21</b>	<b>86.4</b>	<b>7</b>	<b>234</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	50	0	4	0.0	24.1	20.4	14.8	14.8	13.0	1.9	3.7	0.0	0.0	7.4	34	68.4	14	97
HAMBURG	EUROWINGS LUFTVERKEHRS	S	60	0	0	5.0	41.7	20.0	8.3	15.0	10.0	0.0	0.0	0.0	0.0	0.0	18	92.0	3	50
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	93.8	3	32
HAMBURG	RYANAIR	S	62	0	0	0.0	21.0	69.4	6.5	1.6	0.0	0.0	1.6	0.0	0.0	0.0	11	83.9	8	62
<b>TOTAL HAMBURG</b>			<b>172</b>	<b>0</b>	<b>4</b>	<b>1.7</b>	<b>29.0</b>	<b>37.5</b>	<b>9.7</b>	<b>10.2</b>	<b>7.4</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>20</b>	<b>80.6</b>	<b>8</b>	<b>241</b>
HANOVER	FLYBE LTD	S	52	0	2	9.3	14.8	31.5	9.3	14.8	14.8	1.9	0.0	0.0	0.0	3.7	26	82.3	12	62
HANOVER	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	15	1

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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 HANOVER</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>9.3</b>	<b>14.8</b>	<b>31.5</b>	<b>9.3</b>	<b>14.8</b>	<b>14.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>26</b>	<b>82.5</b>	<b>12</b>	<b>63</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	42	0	0	4.8	31.0	33.3	11.9	9.5	7.1	0.0	2.4	0.0	0.0	0.0	22	73.8	13	42
MUNICH	LUFTHANSA	S	160	0	2	1.2	33.3	38.9	13.0	8.0	4.3	0.0	0.0	0.0	0.0	1.2	13	84.3	7	176
MUNICH	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 MUNICH</b>			<b>202</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>32.8</b>	<b>37.7</b>	<b>12.7</b>	<b>8.3</b>	<b>4.9</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>15</b>	<b>82.4</b>	<b>9</b>	<b>219</b>
NUREMBERG	RYANAIR	S	42	0	0	2.4	35.7	38.1	2.4	7.1	14.3	0.0	0.0	0.0	0.0	0.0	19	91.9	5	62
<b>TOTAL NUREMBERG</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>35.7</b>	<b>38.1</b>	<b>2.4</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>91.9</b>	<b>5</b>	<b>62</b>
STUTTGART	RYANAIR	S	44	0	0	6.8	29.5	29.5	13.6	2.3	6.8	6.8	4.5	0.0	0.0	0.0	30	86.5	10	52
<b>TOTAL STUTTGART</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>29.5</b>	<b>29.5</b>	<b>13.6</b>	<b>2.3</b>	<b>6.8</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>86.5</b>	<b>10</b>	<b>52</b>
<b>TOTAL GERMANY</b>			<b>1434</b>	<b>0</b>	<b>21</b>	<b>4.5</b>	<b>30.4</b>	<b>35.1</b>	<b>11.5</b>	<b>9.4</b>	<b>5.6</b>	<b>1.2</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>79.3</b>	<b>11</b>	<b>1390</b>
<b>GIBRALTAR</b>																				
GIBRALTAR	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	7.7	76.9	3.8	11.5	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	9	18
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	82.6	11	46
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>76.9</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.4</b>	<b>11</b>	<b>64</b>
<b>TOTAL GIBRALTAR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>7.7</b>	<b>76.9</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>84.4</b>	<b>11</b>	<b>64</b>
<b>GREECE</b>																				
ATHENS	AEGEAN AIRLINES	S	18	0	0	27.8	50.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	7	18
ATHENS	EASYJET AIRLINE COMPANY LTD	S	34	0	0	5.9	35.3	29.4	8.8	2.9	8.8	2.9	5.9	0.0	0.0	0.0	36	70.3	18	35
<b>TOTAL ATHENS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>13.5</b>	<b>40.4</b>	<b>25.0</b>	<b>7.7</b>	<b>1.9</b>	<b>5.8</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>72.7</b>	<b>14</b>	<b>53</b>
CHANIA	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	0.0	0	50.0	10	2
CHANIA	RYANAIR	S	18	0	0	0.0	0.0	38.9	22.2	22.2	16.7	0.0	0.0	0.0	0.0	0.0	32	83.3	11	18
CHANIA	TUI AIRWAYS LTD	C	16	0	0	6.3	12.5	43.8	6.3	25.0	6.3	0.0	0.0	0.0	0.0	0.0	20	81.3	8	16
<b>TOTAL CHANIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>5.9</b>	<b>41.2</b>	<b>14.7</b>	<b>23.5</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>26</b>	<b>80.6</b>	<b>10</b>	<b>36</b>
CORFU	EASYJET AIRLINE COMPANY LTD	S	43	0	1	0.0	20.5	31.8	11.4	15.9	11.4	2.3	2.3	2.3	0.0	2.3	40	50.0	21	34
CORFU	EUROPE AIRPOST	C	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	29	50.0	19	8
CORFU	JET2.COM LTD	S	16	0	0	12.5	31.3	31.3	12.5	6.3	0.0	6.3	0.0	0.0	0.0	0.0	17	90.0	6	10
CORFU	RYANAIR	S	18	0	0	0.0	0.0	61.1	5.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	56.3	18	16
CORFU	THOMAS COOK AIRLINES LTD	S	25	0	0	8.0	28.0	48.0	0.0	4.0	8.0	4.0	0.0	0.0	0.0	0.0	18	89.3	5	28
CORFU	TUI AIRWAYS LTD	C	23	0	0	0.0	4.3	60.9	8.7	26.1	0.0	0.0	0.0	0.0	0.0	0.0	15	72.4	10	29
<b>TOTAL CORFU</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>3.0</b>	<b>16.7</b>	<b>43.2</b>	<b>9.8</b>	<b>15.9</b>	<b>6.8</b>	<b>2.3</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>26</b>	<b>67.7</b>	<b>13</b>	<b>125</b>
HERAKLION	EASYJET AIRLINE COMPANY LTD	S	36	0	0	5.6	19.4	41.7	16.7	8.3	2.8	0.0	5.6	0.0	0.0	0.0	27	55.9	36	34
HERAKLION	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
HERAKLION	EUROPE AIRPOST	C	8	0	0	0.0	25.0	37.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	66.7	25	9
HERAKLION	JET2.COM LTD	S	32	0	0	9.4	12.5	34.4	15.6	15.6	9.4	3.1	0.0	0.0	0.0	0.0	23	70.0	12	30

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
HERAKLION	THOMAS COOK AIRLINES LTD	S	28	0	0	3.6	25.0	32.1	10.7	7.1	14.3	7.1	0.0	0.0	0.0	0.0	31	56.7	33	30	
HERAKLION	TUI AIRWAYS LTD	C	31	0	0	0.0	0.0	38.7	16.1	22.6	9.7	6.5	6.5	0.0	0.0	0.0	45	58.6	23	29	
<b>TOTAL HERAKLION</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>14.8</b>	<b>37.0</b>	<b>14.8</b>	<b>13.3</b>	<b>8.9</b>	<b>3.7</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>60.4</b>	<b>26</b>	<b>134</b>	
KALAMATA	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	6.3	50.0	6.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	26	8	
<b>TOTAL KALAMATA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>50.0</b>	<b>6.3</b>	<b>31.3</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>50.0</b>	<b>26</b>	<b>8</b>	
KAVALA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	50.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	29	87.5	4	8	
KAVALA	TUI AIRWAYS LTD	C	7	0	0	14.3	14.3	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	7	
<b>TOTAL KAVALA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>20.0</b>	<b>53.3</b>	<b>6.7</b>	<b>6.7</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>18</b>	<b>93.3</b>	<b>4</b>	<b>15</b>	
KEFALLINIA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	22.2	27.8	22.2	5.6	5.6	16.7	0.0	0.0	0.0	0.0	0.0	19	94.4	3	18	
KEFALLINIA	EUROPE AIRPOST	C	4	0	0	25.0	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	33	42.9	31	7	
KEFALLINIA	FLYBE LTD	C	8	0	0	0.0	12.5	12.5	12.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	31	100.0	2	8	
KEFALLINIA	JET2.COM LTD	S	12	0	0	8.3	0.0	50.0	8.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	28	70.0	59	10	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	16	0	0	6.3	18.8	18.8	6.3	18.8	25.0	6.3	0.0	0.0	0.0	0.0	40	68.8	13	16	
KEFALLINIA	TUI AIRWAYS LTD	C	26	0	0	0.0	19.2	42.3	11.5	11.5	7.7	3.8	3.8	0.0	0.0	0.0	28	80.8	23	26	
<b>TOTAL KEFALLINIA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>16.7</b>	<b>31.0</b>	<b>8.3</b>	<b>17.9</b>	<b>14.3</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>78.8</b>	<b>20</b>	<b>85</b>	
KOS	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	24	66.7	19	6	
KOS	JET2.COM LTD	S	19	0	1	0.0	10.0	45.0	15.0	10.0	15.0	0.0	0.0	0.0	0.0	5.0	22	66.7	13	18	
KOS	THOMAS COOK AIRLINES LTD	S	32	0	0	6.3	12.5	50.0	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	65.0	20	20	
KOS	TUI AIRWAYS LTD	C	27	0	0	0.0	0.0	37.0	29.6	14.8	18.5	0.0	0.0	0.0	0.0	0.0	29	51.7	28	29	
<b>TOTAL KOS</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>7.4</b>	<b>44.4</b>	<b>21.0</b>	<b>13.6</b>	<b>9.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>21</b>	<b>60.3</b>	<b>21</b>	<b>73</b>	
MIKONOS	BRITISH AIRWAYS PLC	S	4	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	31	4	
MIKONOS	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	6.3	31.3	18.8	18.8	18.8	0.0	0.0	0.0	0.0	0.0	29	72.2	10	18	
MIKONOS	THOMAS COOK AIRLINES LTD	S	8	0	0	25.0	12.5	12.5	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	34	76.5	12	16	
<b>TOTAL MIKONOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>14.3</b>	<b>21.4</b>	<b>21.4</b>	<b>14.3</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>71.8</b>	<b>13</b>	<b>38</b>	
MYTILINI	THOMAS COOK AIRLINES LTD	S	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	10	0.0	0	0	
<b>TOTAL MYTILINI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>12.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
PREVEZA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	6.3	31.3	12.5	12.5	31.3	0.0	0.0	0.0	0.0	0.0	37	50.0	27	8	
PREVEZA	EUROPE AIRPOST	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	110	0.0	72	1	
PREVEZA	FLYBE 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	12	85.7	5	7	
PREVEZA	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	8	18	
PREVEZA	THOMAS COOK AIRLINES LTD	S	12	0	0	8.3	16.7	50.0	8.3	0.0	8.3	8.3	0.0	0.0	0.0	0.0	23	85.7	6	7	
PREVEZA	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	28.6	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	25	85.7	7	7	
<b>TOTAL PREVEZA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>13.6</b>	<b>34.1</b>	<b>15.9</b>	<b>11.4</b>	<b>18.2</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>72.9</b>	<b>12</b>	<b>48</b>	
RHODES	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	12	2	
RHODES	EUROPE AIRPOST	C	14	0	0	0.0	21.4	42.9	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	19	45.5	33	11	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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									
RHODES	JET2.COM LTD	S	26	0	0	7.7	23.1	46.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	77.3	15	22	
RHODES	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	9	18	
RHODES	THOMAS COOK AIRLINES LTD	S	28	0	0	3.6	7.1	28.6	10.7	35.7	10.7	3.6	0.0	0.0	0.0	0.0	34	81.0	13	21	
RHODES	TUI AIRWAYS LTD	C	30	0	0	0.0	6.7	40.0	13.3	16.7	23.3	0.0	0.0	0.0	0.0	0.0	34	37.5	53	24	
<b>TOTAL RHODES</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>13.3</b>	<b>38.8</b>	<b>10.2</b>	<b>19.4</b>	<b>14.3</b>	<b>1.0</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>25</b>	<b>98</b>	
SALONIKA	EASYJET AIRLINE COMPANY LTD	S	24	0	2	7.7	15.4	46.2	11.5	7.7	3.8	0.0	0.0	0.0	0.0	7.7	12	78.6	11	26	
SALONIKA	JET2.COM LTD	S	18	0	0	0.0	11.1	50.0	11.1	11.1	16.7	0.0	0.0	0.0	0.0	0.0	27	75.0	16	4	
SALONIKA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	38.9	16.7	16.7	0.0	11.1	0.0	0.0	0.0	0.0	30	0.0	0	0	
SALONIKA	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	5	93.8	5	16	
<b>TOTAL SALONIKA</b>			<b>68</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>15.7</b>	<b>48.6</b>	<b>11.4</b>	<b>10.0</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>20</b>	<b>83.3</b>	<b>9</b>	<b>46</b>	
SKIATHOS	EUROPE AIRPOST	C	5	1	0	0.0	0.0	50.0	16.7	16.7	0.0	0.0	0.0	0.0	16.7	0.0	15	100.0	6	8	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	22	4	1	3.7	18.5	25.9	11.1	3.7	14.8	0.0	3.7	0.0	14.8	3.7	35	84.6	20	25	
SKIATHOS	TUI AIRWAYS LTD	C	14	0	0	0.0	7.1	28.6	21.4	35.7	7.1	0.0	0.0	0.0	0.0	0.0	30	92.9	6	14	
<b>TOTAL SKIATHOS</b>			<b>41</b>	<b>5</b>	<b>1</b>	<b>2.1</b>	<b>12.8</b>	<b>29.8</b>	<b>14.9</b>	<b>14.9</b>	<b>10.6</b>	<b>0.0</b>	<b>2.1</b>	<b>0.0</b>	<b>10.6</b>	<b>2.1</b>	<b>31</b>	<b>89.6</b>	<b>13</b>	<b>47</b>	
THIRA (SANTORINI)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	0.0	26.9	34.6	7.7	7.7	15.4	7.7	0.0	0.0	0.0	0.0	36	67.9	15	26	
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	27	0	0	11.1	7.4	29.6	25.9	18.5	7.4	0.0	0.0	0.0	0.0	0.0	21	42.1	53	18	
THIRA (SANTORINI)	TUI AIRWAYS LTD	C	18	0	0	5.6	22.2	55.6	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	70.0	18	10	
<b>TOTAL THIRA (SANTORINI)</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>18.3</b>	<b>38.0</b>	<b>15.5</b>	<b>11.3</b>	<b>8.5</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>59.6</b>	<b>28</b>	<b>54</b>	
ZAKINTHOS	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	67	2	
ZAKINTHOS	EUROPE AIRPOST	C	11	0	0	0.0	18.2	54.5	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	19	30.0	49	10	
ZAKINTHOS	JET2.COM LTD	S	22	0	0	4.5	9.1	54.5	13.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	17	71.4	30	14	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	30	0	0	3.3	13.3	43.3	10.0	10.0	13.3	3.3	3.3	0.0	0.0	0.0	34	74.2	18	31	
ZAKINTHOS	TUI AIRWAYS LTD	C	30	0	0	0.0	16.7	43.3	23.3	10.0	3.3	3.3	0.0	0.0	0.0	0.0	19	75.0	9	32	
<b>TOTAL ZAKINTHOS</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>14.0</b>	<b>47.3</b>	<b>15.1</b>	<b>11.8</b>	<b>6.5</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>67.4</b>	<b>21</b>	<b>89</b>	
<b>TOTAL GREECE</b>			<b>998</b>	<b>5</b>	<b>5</b>	<b>4.6</b>	<b>15.4</b>	<b>39.3</b>	<b>13.1</b>	<b>14.1</b>	<b>9.5</b>	<b>2.0</b>	<b>1.0</b>	<b>0.1</b>	<b>0.5</b>	<b>0.5</b>	<b>26</b>	<b>69.6</b>	<b>19</b>	<b>949</b>	
<b>HONG KONG</b>																					
HONG KONG (CHEK LAP KOK)	CATHAY PACIFIC AIRWAYS	S	62	0	1	25.4	39.7	15.9	1.6	7.9	3.2	3.2	1.6	0.0	0.0	1.6	19	80.8	39	26	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>25.4</b>	<b>39.7</b>	<b>15.9</b>	<b>1.6</b>	<b>7.9</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>80.8</b>	<b>39</b>	<b>26</b>	
<b>TOTAL HONG KONG</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>25.4</b>	<b>39.7</b>	<b>15.9</b>	<b>1.6</b>	<b>7.9</b>	<b>3.2</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>19</b>	<b>80.8</b>	<b>39</b>	<b>26</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	S	34	0	0	0.0	29.4	26.5	20.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	24	94.1	5	34	
BUDAPEST	RYANAIR	S	36	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	79.4	7	34	
<b>TOTAL BUDAPEST</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.4</b>	<b>35.7</b>	<b>15.7</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>0.0</b>	<b>18</b>	<b>86.8</b>	<b>6</b>	<b>68</b>	
<b>TOTAL HUNGARY</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.4</b>	<b>35.7</b>	<b>15.7</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>0.0</b>	<b>18</b>	<b>86.8</b>	<b>6</b>	<b>68</b>	
<b>ICELAND</b>																					

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
KEFLAVIK	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	50.0	27.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	73.7	12	19	
KEFLAVIK	ICELANDAIR	S	44	0	0	0.0	47.7	45.5	2.3	2.3	2.3	0.0	0.0	0.0	0.0	0.0	6	66.7	14	42	
<b>TOTAL KEFLAVIK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.4</b>	<b>40.3</b>	<b>4.8</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>0.0</b>	<b>7</b>	<b>68.9</b>	<b>14</b>	<b>61</b>	
<b>TOTAL ICELAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>48.4</b>	<b>40.3</b>	<b>4.8</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>0.0</b>	<b>7</b>	<b>68.9</b>	<b>14</b>	<b>61</b>	
<b>INDIA</b>																					
GOA	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 GOA</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL INDIA</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>IRAQ</b>																					
BAGHDAD (GECA)	IRAQI AIRWAYS	S	6	0	2	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	8	100.0	1	8	
<b>TOTAL BAGHDAD (GECA)</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>8</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>TOTAL IRAQ</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>8</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
<b>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	158	0	0	13.3	45.6	30.4	5.1	1.3	4.4	0.0	0.0	0.0	0.0	0.0	7	92.5	4	160	
<b>TOTAL CORK</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>13.3</b>	<b>45.6</b>	<b>30.4</b>	<b>5.1</b>	<b>1.3</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>7</b>	<b>92.5</b>	<b>4</b>	<b>160</b>	
DUBLIN	AER LINGUS	S	302	0	0	2.6	38.7	38.1	7.6	8.3	3.3	1.3	0.0	0.0	0.0	0.0	12	88.1	6	302	
DUBLIN	AIR FRANCE	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	
DUBLIN	BRITISH AIRWAYS PLC	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	10	0.0	0	0	
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	100.0	3	2	
DUBLIN	RYANAIR	S	326	0	0	3.4	24.5	40.2	13.5	11.0	4.9	0.3	2.1	0.0	0.0	0.0	21	82.9	9	328	
<b>TOTAL DUBLIN</b>			<b>633</b>	<b>0</b>	<b>0</b>	<b>3.0</b>	<b>31.4</b>	<b>39.2</b>	<b>10.7</b>	<b>9.6</b>	<b>4.1</b>	<b>0.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>85.4</b>	<b>7</b>	<b>632</b>	
IRELAND WEST(KNOCK)	FLYBE LTD	S	62	0	0	9.7	35.5	35.5	8.1	11.3	0.0	0.0	0.0	0.0	0.0	0.0	9	82.6	15	46	
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>35.5</b>	<b>35.5</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>82.6</b>	<b>15</b>	<b>46</b>	
SHANNON	RYANAIR	S	42	0	0	0.0	21.4	40.5	9.5	16.7	7.1	4.8	0.0	0.0	0.0	0.0	25	73.5	11	34	
<b>TOTAL SHANNON</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.4</b>	<b>40.5</b>	<b>9.5</b>	<b>16.7</b>	<b>7.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>73.5</b>	<b>11</b>	<b>34</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>895</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>33.7</b>	<b>37.4</b>	<b>9.5</b>	<b>8.6</b>	<b>4.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>86.1</b>	<b>7</b>	<b>872</b>	
<b>ISLE OF CURACAO</b>																					
ARUBA	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	77.8	19	9	
<b>TOTAL ARUBA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>19</b>	<b>9</b>	
<b>TOTAL ISLE OF CURACAO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>19</b>	<b>9</b>	
<b>ISRAEL</b>																					
TEL AVIV	EASYJET AIRLINE COMPANY LTD	S	17	0	0	0.0	0.0	47.1	29.4	23.5	0.0	0.0	0.0	0.0	0.0	0.0	20	38.9	44	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	77.8	15	27	
<b>TOTAL TEL AVIV</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>47.1</b>	<b>29.4</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>62.2</b>	<b>26</b>	<b>45</b>	
<b>TOTAL ISRAEL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>47.1</b>	<b>29.4</b>	<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>62.2</b>	<b>26</b>	<b>45</b>	
<b>ITALY</b>																					

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
ALGERO (FERTILIA)	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	28.6	14.3	42.9	14.3	0.0	0.0	0.0	0.0	0.0	37	71.4	16	7	
<b>TOTAL ALGERO (FERTILIA)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>42.9</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>37</b>	<b>71.4</b>	<b>16</b>	<b>7</b>	
BERGAMO	RYANAIR	S	78	0	2	2.5	21.3	35.0	16.3	10.0	10.0	2.5	0.0	0.0	0.0	2.5	23	88.8	6	80	
<b>TOTAL BERGAMO</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>21.3</b>	<b>35.0</b>	<b>16.3</b>	<b>10.0</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>23</b>	<b>88.8</b>	<b>6</b>	<b>80</b>	
BOLOGNA	RYANAIR	S	26	0	2	0.0	0.0	14.3	25.0	32.1	17.9	3.6	0.0	0.0	0.0	7.1	43	57.7	23	26	
<b>TOTAL BOLOGNA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>25.0</b>	<b>32.1</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>43</b>	<b>57.7</b>	<b>23</b>	<b>26</b>	
BRINDISI	RYANAIR	S	16	0	0	0.0	12.5	43.8	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	15	18	
<b>TOTAL BRINDISI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>43.8</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>55.6</b>	<b>15</b>	<b>18</b>	
CATANIA (FONTANAROSSA)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	0.0	38.2	26.5	11.8	5.9	5.9	5.9	5.9	0.0	0.0	0.0	36	69.2	40	26	
CATANIA (FONTANAROSSA)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	40	75.0	14	8	
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>28.6</b>	<b>11.9</b>	<b>7.1</b>	<b>7.1</b>	<b>7.1</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>70.6</b>	<b>34</b>	<b>34</b>	
FLORENCE	BRITISH AIRWAYS PLC	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	31	0.0	0	0	
<b>TOTAL FLORENCE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
GENOA	EASYJET AIRLINE COMPANY LTD	S	26	0	2	14.3	35.7	25.0	3.6	7.1	3.6	3.6	0.0	0.0	0.0	7.1	14	0.0	0	0	
<b>TOTAL GENOA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>14.3</b>	<b>35.7</b>	<b>25.0</b>	<b>3.6</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>7.1</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	60	0	2	9.7	32.3	24.2	11.3	9.7	8.1	1.6	0.0	0.0	0.0	3.2	17	77.4	12	62	
MILAN (MALPENSA)	FLYBE LTD	S	60	0	2	1.6	14.5	48.4	11.3	14.5	4.8	1.6	0.0	0.0	0.0	3.2	19	67.7	17	96	
<b>TOTAL MILAN (MALPENSA)</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>23.4</b>	<b>36.3</b>	<b>11.3</b>	<b>12.1</b>	<b>6.5</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>71.5</b>	<b>15</b>	<b>158</b>	
NAPLES	JET2.COM LTD	S	21	0	0	19.0	14.3	57.1	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	10	94.4	6	18	
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	71.4	16	28	
NAPLES	RYANAIR	S	26	0	2	3.6	25.0	46.4	7.1	3.6	0.0	0.0	7.1	0.0	0.0	7.1	22	92.3	5	26	
NAPLES	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	83.3	17	18	
NAPLES	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	50.0	5.6	27.8	0.0	0.0	0.0	5.6	0.0	0.0	55	86.4	7	22	
<b>TOTAL NAPLES</b>			<b>73</b>	<b>0</b>	<b>2</b>	<b>6.7</b>	<b>17.3</b>	<b>52.0</b>	<b>6.7</b>	<b>8.0</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>1.3</b>	<b>0.0</b>	<b>2.7</b>	<b>26</b>	<b>84.8</b>	<b>10</b>	<b>112</b>	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	28	0	0	3.6	25.0	25.0	14.3	21.4	10.7	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
OLBIA	FLYBE 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	105	0.0	0	0	
OLBIA	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	28.6	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	24	42.9	35	7	
<b>TOTAL OLBIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>22.2</b>	<b>25.0</b>	<b>16.7</b>	<b>19.4</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>42.9</b>	<b>35</b>	<b>7</b>	
PISA	EASYJET AIRLINE COMPANY LTD	S	26	0	2	0.0	21.4	21.4	17.9	21.4	7.1	3.6	0.0	0.0	0.0	7.1	28	30.8	49	26	
PISA	JET2.COM LTD	S	28	0	0	3.6	42.9	50.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	13	28	
<b>TOTAL PISA</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>1.8</b>	<b>32.1</b>	<b>35.7</b>	<b>10.7</b>	<b>10.7</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>15</b>	<b>53.7</b>	<b>30</b>	<b>54</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	88	0	0	2.3	21.6	48.9	13.6	9.1	4.5	0.0	0.0	0.0	0.0	0.0	14	71.6	17	88	
<b>TOTAL ROME (CIAMPINO)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>21.6</b>	<b>48.9</b>	<b>13.6</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>14</b>	<b>71.6</b>	<b>17</b>	<b>88</b>	
ROME (FIUMICINO)	JET2.COM LTD	C	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	
ROME (FIUMICINO)	JET2.COM LTD	S	52	0	0	7.7	19.2	50.0	3.8	9.6	3.8	0.0	0.0	5.8	0.0	0.0	37	96.2	4	52	
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	100.0	2	18	
<b>TOTAL ROME (FIUMICINO)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>17.9</b>	<b>51.8</b>	<b>3.6</b>	<b>10.7</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>97.1</b>	<b>3</b>	<b>70</b>	
VENICE	EASYJET AIRLINE COMPANY LTD	S	27	0	0	7.4	14.8	29.6	14.8	22.2	3.7	3.7	3.7	0.0	0.0	0.0	30	68.8	13	32	
VENICE	JET2.COM LTD	S	42	0	0	4.8	28.6	52.4	9.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8	81.0	9	42	
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	73.5	12	34	
VENICE	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	71.4	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	21	85.7	9	7	
<b>TOTAL VENICE</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>5.3</b>	<b>21.1</b>	<b>46.1</b>	<b>11.8</b>	<b>10.5</b>	<b>2.6</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>75.7</b>	<b>11</b>	<b>115</b>	
VERONA VILLAFRANCA	AIR ONE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
VERONA VILLAFRANCA	JET2.COM LTD	S	14	0	0	7.1	7.1	28.6	0.0	21.4	21.4	14.3	0.0	0.0	0.0	0.0	48	0.0	0	0	
VERONA VILLAFRANCA	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	74.1	13	27	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	C	12	0	0	0.0	16.7	66.7	8.3	0.0	8.3	0.0	0.0	0.0	0.0	0.0	16	73.7	8	19	
VERONA VILLAFRANCA	TUI AIRWAYS 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	0.0	0	0	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>16.7</b>	<b>46.7</b>	<b>3.3</b>	<b>10.0</b>	<b>13.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>74.5</b>	<b>11</b>	<b>47</b>	
<b>TOTAL ITALY</b>			<b>732</b>	<b>0</b>	<b>14</b>	<b>4.2</b>	<b>21.6</b>	<b>39.5</b>	<b>11.8</b>	<b>11.7</b>	<b>6.4</b>	<b>1.7</b>	<b>0.7</b>	<b>0.5</b>	<b>0.0</b>	<b>1.9</b>	<b>23</b>	<b>75.7</b>	<b>14</b>	<b>816</b>	
<b>JAMAICA</b>																					
MONTEGO BAY	TUI AIRWAYS LTD	C	18	0	0	5.6	11.1	38.9	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	19	18	
<b>TOTAL MONTEGO BAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>38.9</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>14</b>	<b>66.7</b>	<b>19</b>	<b>18</b>	
<b>TOTAL JAMAICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>11.1</b>	<b>38.9</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>14</b>	<b>66.7</b>	<b>19</b>	<b>18</b>	
<b>KENYA</b>																					
NAIROBI	ETIHAD 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	15	0.0	0	0	
<b>TOTAL NAIROBI</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 KENYA</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>LATVIA</b>																					
RIGA	RYANAIR	S	28	0	0	7.1	32.1	50.0	0.0	0.0	7.1	0.0	0.0	3.6	0.0	0.0	24	80.8	6	26	
<b>TOTAL RIGA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>80.8</b>	<b>6</b>	<b>26</b>	
<b>TOTAL LATVIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>32.1</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>80.8</b>	<b>6</b>	<b>26</b>	
<b>LUXEMBOURG</b>																					
LUXEMBOURG	FLYBE LTD	S	54	0	0	29.6	22.2	31.5	3.7	7.4	3.7	1.9	0.0	0.0	0.0	0.0	11	81.8	11	44	
<b>TOTAL LUXEMBOURG</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>22.2</b>	<b>31.5</b>	<b>3.7</b>	<b>7.4</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>11</b>	<b>81.8</b>	<b>11</b>	<b>44</b>	
<b>TOTAL LUXEMBOURG</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>22.2</b>	<b>31.5</b>	<b>3.7</b>	<b>7.4</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>11</b>	<b>81.8</b>	<b>11</b>	<b>44</b>	
<b>MALTA</b>																					



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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	
MALTA	AIR MALTA	S	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	0.0	0	0	
MALTA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	3.2	17.7	41.9	21.0	9.7	4.8	1.6	0.0	0.0	0.0	0.0	18	67.2	13	58	
MALTA	JET2.COM LTD	S	18	0	0	5.6	22.2	38.9	16.7	0.0	5.6	5.6	5.6	0.0	0.0	0.0	32	100.0	3	18	
MALTA	RYANAIR	S	26	0	0	11.5	30.8	38.5	11.5	3.8	3.8	0.0	0.0	0.0	0.0	0.0	9	67.9	12	28	
MALTA	THOMAS COOK AIRLINES LTD	S	10	0	0	0.0	0.0	30.0	10.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	40	12.5	53	8	
MALTA	TUI AIRWAYS LTD	C	20	0	0	0.0	5.0	60.0	10.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	62.5	26	16	
<b>TOTAL MALTA</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>17.8</b>	<b>41.8</b>	<b>17.1</b>	<b>12.3</b>	<b>4.1</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.0</b>	<b>16</b>	<b>128</b>	
<b>TOTAL MALTA</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>17.8</b>	<b>41.8</b>	<b>17.1</b>	<b>12.3</b>	<b>4.1</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>68.0</b>	<b>16</b>	<b>128</b>	
<b>MEXICO</b>																					
CANCUN	THOMAS COOK AIRLINES LTD	S	44	0	0	9.1	13.6	22.7	15.9	22.7	6.8	9.1	0.0	0.0	0.0	0.0	33	71.9	19	32	
CANCUN	TUI AIRWAYS LTD	S	55	0	0	14.5	7.3	49.1	14.5	12.7	1.8	0.0	0.0	0.0	0.0	0.0	12	77.8	12	45	
<b>TOTAL CANCUN</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>12.1</b>	<b>10.1</b>	<b>37.4</b>	<b>15.2</b>	<b>17.2</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>21</b>	<b>75.3</b>	<b>15</b>	<b>77</b>	
PUERTO VALLARTA	TUI AIRWAYS LTD	C	9	0	0	22.2	0.0	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	37.5	130	8	
<b>TOTAL PUERTO VALLARTA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>0.0</b>	<b>44.4</b>	<b>11.1</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>37.5</b>	<b>130</b>	<b>8</b>	
<b>TOTAL MEXICO</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>9.3</b>	<b>38.0</b>	<b>14.8</b>	<b>17.6</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>20</b>	<b>71.8</b>	<b>25</b>	<b>85</b>	
<b>MOROCCO</b>																					
AGADIR (AL MASSIRA)	AIR ARABIA MAROC	S	18	0	0	27.8	50.0	16.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
AGADIR (AL MASSIRA)	TUI AIRWAYS LTD	S	17	0	0	0.0	41.2	29.4	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	13	18	
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>45.7</b>	<b>22.9</b>	<b>14.3</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>83.3</b>	<b>13</b>	<b>18</b>	
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	26	0	0	11.5	30.8	26.9	19.2	7.7	3.8	0.0	0.0	0.0	0.0	0.0	13	92.3	3	26	
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>30.8</b>	<b>26.9</b>	<b>19.2</b>	<b>7.7</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>92.3</b>	<b>3</b>	<b>26</b>	
MARRAKESH	EASYJET AIRLINE COMPANY LTD	S	18	0	0	11.1	5.6	16.7	5.6	16.7	33.3	11.1	0.0	0.0	0.0	0.0	56	52.9	25	17	
MARRAKESH	TUI AIRWAYS LTD	S	16	0	0	0.0	31.3	50.0	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	15	18	
<b>TOTAL MARRAKESH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>17.6</b>	<b>32.4</b>	<b>11.8</b>	<b>8.8</b>	<b>17.6</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>65.7</b>	<b>20</b>	<b>35</b>	
<b>TOTAL MOROCCO</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>10.5</b>	<b>31.6</b>	<b>27.4</b>	<b>14.7</b>	<b>5.3</b>	<b>8.4</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.5</b>	<b>13</b>	<b>79</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	161	0	0	1.9	28.0	46.0	9.3	7.5	4.3	2.5	0.6	0.0	0.0	0.0	18	71.6	16	196	
AMSTERDAM	ETIHAD 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	90	0.0	0	0	
AMSTERDAM	FLYBE LTD	S	186	0	0	2.7	17.2	45.7	14.0	10.8	6.5	2.7	0.5	0.0	0.0	0.0	21	74.4	16	225	
AMSTERDAM	KLM	S	364	0	0	1.9	41.8	36.0	9.6	6.3	3.6	0.5	0.3	0.0	0.0	0.0	11	77.5	10	364	
AMSTERDAM	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	2	1	
<b>TOTAL AMSTERDAM</b>			<b>712</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>32.2</b>	<b>40.7</b>	<b>10.7</b>	<b>7.7</b>	<b>4.6</b>	<b>1.5</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>75.2</b>	<b>13</b>	<b>786</b>	
EINDHOVEN	RYANAIR	S	34	0	2	0.0	2.8	47.2	13.9	19.4	8.3	2.8	0.0	0.0	0.0	5.6	28	41.7	26	36	
<b>TOTAL EINDHOVEN</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>2.8</b>	<b>47.2</b>	<b>13.9</b>	<b>19.4</b>	<b>8.3</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>28</b>	<b>41.7</b>	<b>26</b>	<b>36</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 NETHERLANDS</b>			<b>746</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>30.7</b>	<b>41.0</b>	<b>10.8</b>	<b>8.3</b>	<b>4.8</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>73.7</b>	<b>14</b>	<b>822</b>	
<b>NORWAY</b>																					
BERGEN	LOGANAIR LTD	S	20	0	0	15.0	40.0	30.0	0.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
BERGEN	SAS	S	16	0	0	6.3	68.8	18.8	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	18	
<b>TOTAL BERGEN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>52.8</b>	<b>25.0</b>	<b>2.8</b>	<b>2.8</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>7</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	26	0	0	3.8	53.8	19.2	19.2	3.8	0.0	0.0	0.0	0.0	0.0	0.0	8	73.1	8	26	
OSLO (GARDERMOEN)	SAS	S	72	0	0	1.4	55.6	36.1	2.8	2.8	0.0	1.4	0.0	0.0	0.0	0.0	5	96.7	3	60	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>2.0</b>	<b>55.1</b>	<b>31.6</b>	<b>7.1</b>	<b>3.1</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>89.5</b>	<b>4</b>	<b>86</b>	
SANDEFJORD(TORP)	RYANAIR	S	34	0	0	14.7	26.5	44.1	5.9	5.9	2.9	0.0	0.0	0.0	0.0	0.0	9	88.2	11	34	
<b>TOTAL SANDEFJORD(TORP)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>14.7</b>	<b>26.5</b>	<b>44.1</b>	<b>5.9</b>	<b>5.9</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>9</b>	<b>88.2</b>	<b>11</b>	<b>34</b>	
STAVANGER	NORWEGIAN AIR SHUTTLE	S	16	0	0	6.3	43.8	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	3	14	
<b>TOTAL STAVANGER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>43.8</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>77.8</b>	<b>3</b>	<b>14</b>	
<b>TOTAL NORWAY</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>48.4</b>	<b>33.2</b>	<b>6.5</b>	<b>3.3</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>89.1</b>	<b>5</b>	<b>152</b>	
<b>OMAN</b>																					
MUSCAT	OMAN AIR	S	62	0	0	14.5	35.5	25.8	6.5	14.5	3.2	0.0	0.0	0.0	0.0	0.0	13	62.9	15	62	
<b>TOTAL MUSCAT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>35.5</b>	<b>25.8</b>	<b>6.5</b>	<b>14.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.9</b>	<b>15</b>	<b>62</b>	
<b>TOTAL OMAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>35.5</b>	<b>25.8</b>	<b>6.5</b>	<b>14.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>62.9</b>	<b>15</b>	<b>62</b>	
<b>PAKISTAN</b>																					
ISLAMABAD	PAKISTAN INTL AIRLINES	S	55	0	2	8.8	17.5	22.8	5.3	15.8	22.8	3.5	0.0	0.0	0.0	3.5	35	62.1	32	58	
<b>TOTAL ISLAMABAD</b>			<b>55</b>	<b>0</b>	<b>2</b>	<b>8.8</b>	<b>17.5</b>	<b>22.8</b>	<b>5.3</b>	<b>15.8</b>	<b>22.8</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>35</b>	<b>62.1</b>	<b>32</b>	<b>58</b>	
KARACHI	PAKISTAN INTL 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	0	75.0	14	4	
<b>TOTAL KARACHI</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>75.0</b>	<b>14</b>	<b>4</b>	
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	11.1	33.3	44.4	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	16	71.4	17	21	
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>44.4</b>	<b>0.0</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>16</b>	<b>71.4</b>	<b>17</b>	<b>21</b>	
<b>TOTAL PAKISTAN</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>9.2</b>	<b>21.1</b>	<b>28.9</b>	<b>3.9</b>	<b>11.8</b>	<b>18.4</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>30</b>	<b>65.1</b>	<b>28</b>	<b>83</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	26	0	0	3.8	38.5	42.3	3.8	0.0	7.7	3.8	0.0	0.0	0.0	0.0	18	96.4	4	28	
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>38.5</b>	<b>42.3</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>0.0</b>	<b>18</b>	<b>96.4</b>	<b>4</b>	<b>28</b>	
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	28	0	0	10.7	21.4	25.0	10.7	10.7	14.3	7.1	0.0	0.0	0.0	0.0	31	61.5	22	26	
KRAKOW	JET2.COM LTD	S	16	0	0	18.8	18.8	37.5	6.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	16	83.3	6	18	
KRAKOW	RYANAIR	S	34	0	0	0.0	11.8	41.2	26.5	17.6	2.9	0.0	0.0	0.0	0.0	0.0	19	52.8	18	36	
<b>TOTAL KRAKOW</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>16.7</b>	<b>34.6</b>	<b>16.7</b>	<b>14.1</b>	<b>7.7</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>62.5</b>	<b>17</b>	<b>80</b>	
RZESZOW	RYANAIR	S	18	0	0	0.0	5.6	77.8	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	66.7	16	18	
<b>TOTAL RZESZOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>77.8</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>11</b>	<b>66.7</b>	<b>16</b>	<b>18</b>	
WARSAW (CHOPIN)	SPRINTAIR	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 WARSAW (CHOPIN)</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	26	0	0	3.8	19.2	53.8	7.7	3.8	11.5	0.0	0.0	0.0	0.0	0.0	18	78.6	11	28	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>53.8</b>	<b>7.7</b>	<b>3.8</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>78.6</b>	<b>11</b>	<b>28</b>	
WROCLAW	RYANAIR	S	26	0	0	3.8	34.6	38.5	7.7	3.8	3.8	0.0	7.7	0.0	0.0	0.0	35	71.4	11	28	
<b>TOTAL WROCLAW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>34.6</b>	<b>38.5</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>71.4</b>	<b>11</b>	<b>28</b>	
<b>TOTAL POLAND</b>			<b>174</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>21.7</b>	<b>43.4</b>	<b>11.4</b>	<b>7.4</b>	<b>7.4</b>	<b>1.7</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>22</b>	<b>72.0</b>	<b>13</b>	<b>182</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	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	7	100.0	0	1	
FARO	FLYBE 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	70	0.0	0	0	
FARO	JET2.COM LTD	S	94	0	0	1.1	24.5	42.6	10.6	11.7	6.4	3.2	0.0	0.0	0.0	0.0	20	88.3	5	60	
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	70.5	13	88	
FARO	RYANAIR	S	124	0	0	1.6	25.0	33.1	21.8	11.3	4.0	1.6	0.0	1.6	0.0	0.0	24	84.7	9	124	
FARO	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	62.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	32	93.8	8	16	
FARO	TUI AIRWAYS LTD	C	17	0	0	5.9	0.0	41.2	29.4	23.5	0.0	0.0	0.0	0.0	0.0	0.0	17	84.2	12	19	
FARO	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	39	1	
<b>TOTAL FARO</b>			<b>245</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>22.0</b>	<b>38.4</b>	<b>17.6</b>	<b>11.8</b>	<b>5.3</b>	<b>2.4</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>81.6</b>	<b>10</b>	<b>309</b>	
LISBON	AIR PORTUGAL	S	106	0	0	0.0	11.3	32.1	26.4	22.6	6.6	0.9	0.0	0.0	0.0	0.0	24	38.7	26	60	
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	85.3	8	34	
LISBON	RYANAIR	S	44	0	0	0.0	9.1	36.4	29.5	22.7	2.3	0.0	0.0	0.0	0.0	0.0	23	72.7	19	43	
<b>TOTAL LISBON</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>33.3</b>	<b>27.3</b>	<b>22.7</b>	<b>5.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>60.7</b>	<b>19</b>	<b>137</b>	
OPORTO (PORTUGAL)	EASYJET AIRLINE COMPANY LTD	S	26	0	0	7.7	3.8	42.3	15.4	19.2	7.7	3.8	0.0	0.0	0.0	0.0	27	50.0	28	26	
OPORTO (PORTUGAL)	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	7	24	
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>3.8</b>	<b>42.3</b>	<b>15.4</b>	<b>19.2</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>27</b>	<b>68.0</b>	<b>18</b>	<b>50</b>	
<b>TOTAL PORTUGAL</b>			<b>421</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>16.9</b>	<b>36.8</b>	<b>20.9</b>	<b>16.2</b>	<b>5.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>74.3</b>	<b>13</b>	<b>496</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	16	0	0	18.8	25.0	25.0	12.5	18.8	0.0	0.0	0.0	0.0	0.0	0.0	14	63.2	13	18	
FUNCHAL	JET2.COM LTD	S	16	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	3	18	
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	72.2	15	18	
FUNCHAL	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	38.9	38.9	5.6	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
FUNCHAL	TUI AIRWAYS LTD	C	15	0	0	6.7	26.7	53.3	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	8	94.4	7	18	
<b>TOTAL FUNCHAL</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>35.4</b>	<b>38.5</b>	<b>7.7</b>	<b>9.2</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>7</b>	<b>80.8</b>	<b>10</b>	<b>72</b>	
PORTO SANTO	TUI AIRWAYS LTD	C	7	0	0	0.0	57.1	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	9	
<b>TOTAL PORTO SANTO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>57.1</b>	<b>14.3</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>10</b>	<b>100.0</b>	<b>3</b>	<b>9</b>	
<b>TOTAL PORTUGAL</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>37.5</b>	<b>36.1</b>	<b>6.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>82.9</b>	<b>9</b>	<b>81</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>QATAR</b>																					
DOHA HAMAD	QATAR AIRWAYS	S	140	0	0	29.3	44.3	20.7	3.6	0.7	1.4	0.0	0.0	0.0	0.0	0.0	3	88.0	5	142	
<b>TOTAL DOHA HAMAD</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>29.3</b>	<b>44.3</b>	<b>20.7</b>	<b>3.6</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.0</b>	<b>5</b>	<b>142</b>	
<b>TOTAL QATAR</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>29.3</b>	<b>44.3</b>	<b>20.7</b>	<b>3.6</b>	<b>0.7</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.0</b>	<b>5</b>	<b>142</b>	
<b>REPUBLIC OF TIVAT</b>																					
TIVAT	EASYJET AIRLINE COMPANY LTD	S	18	0	0	16.7	27.8	38.9	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	14	66.7	16	18	
<b>TOTAL TIVAT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>38.9</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.7</b>	<b>16</b>	<b>18</b>	
<b>TOTAL REPUBLIC OF SAUDI ARABIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>27.8</b>	<b>38.9</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>66.7</b>	<b>16</b>	<b>18</b>	
<b>JEDDAH</b>																					
JEDDAH	SAUDI ARABIAN AIRLINES	S	46	0	0	2.2	32.6	34.8	15.2	8.7	4.3	0.0	2.2	0.0	0.0	0.0	19	54.5	34	44	
<b>TOTAL JEDDAH</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>32.6</b>	<b>34.8</b>	<b>15.2</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>54.5</b>	<b>34</b>	<b>44</b>	
<b>TOTAL SAUDI ARABIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>32.6</b>	<b>34.8</b>	<b>15.2</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>54.5</b>	<b>34</b>	<b>44</b>	
<b>SINGAPORE</b>																					
SINGAPORE	SINGAPORE AIRLINES	S	44	0	0	4.5	47.7	27.3	15.9	2.3	2.3	0.0	0.0	0.0	0.0	0.0	8	84.1	10	43	
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>47.7</b>	<b>27.3</b>	<b>15.9</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>0.0</b>	<b>8</b>	<b>84.1</b>	<b>10</b>	<b>43</b>	
<b>TOTAL SINGAPORE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>47.7</b>	<b>27.3</b>	<b>15.9</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>0.0</b>	<b>8</b>	<b>84.1</b>	<b>10</b>	<b>43</b>	
<b>SLOVAK REPUBLIC</b>																					
BRATISLAVA	RYANAIR	S	26	0	0	0.0	19.2	38.5	11.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	22	69.2	13	26	
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>38.5</b>	<b>11.5</b>	<b>23.1</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>22</b>	<b>69.2</b>	<b>13</b>	<b>26</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>19.2</b>	<b>38.5</b>	<b>11.5</b>	<b>23.1</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>22</b>	<b>69.2</b>	<b>13</b>	<b>26</b>	
<b>SLOVENIA</b>																					
LJUBLJANA	ADRIA AIRWAYS	S	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	75.0	6	4	
<b>TOTAL LJUBLJANA</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>8</b>	<b>75.0</b>	<b>6</b>	<b>4</b>	
<b>TOTAL SLOVENIA</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>8</b>	<b>75.0</b>	<b>6</b>	<b>4</b>	
<b>SPAIN</b>																					
ALICANTE	BRITISH AIRWAYS PLC	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	22	25.0	66	4	
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	77	0	3	12.5	32.5	31.3	3.8	6.3	6.3	3.8	0.0	0.0	0.0	3.8	17	71.8	17	71	
ALICANTE	JET2.COM LTD	S	100	0	0	5.0	29.0	46.0	6.0	5.0	5.0	2.0	2.0	0.0	0.0	0.0	18	76.3	11	76	
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	77.4	9	106	
ALICANTE	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	81.3	9	16	
ALICANTE	RYANAIR	S	124	0	0	8.9	26.6	44.4	5.6	7.3	3.2	1.6	1.6	0.8	0.0	0.0	19	85.5	11	124	
ALICANTE	THOMAS COOK AIRLINES LTD	S	19	0	0	0.0	10.5	57.9	10.5	10.5	0.0	10.5	0.0	0.0	0.0	0.0	25	68.4	11	19	
ALICANTE	TUI AIRWAYS LTD	C	38	0	0	2.6	7.9	47.4	15.8	15.8	10.5	0.0	0.0	0.0	0.0	0.0	22	83.3	14	36	
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	65.4	11	26	
<b>TOTAL ALICANTE</b>			<b>362</b>	<b>0</b>	<b>3</b>	<b>7.4</b>	<b>25.8</b>	<b>42.7</b>	<b>6.8</b>	<b>7.7</b>	<b>4.9</b>	<b>2.5</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.8</b>	<b>19</b>	<b>77.6</b>	<b>12</b>	<b>478</b>	
ALMERIA	JET2.COM LTD	S	20	0	0	25.0	20.0	35.0	10.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	18	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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								
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	65.4	12	26
ALMERIA	THOMAS COOK AIRLINES LTD	S	25	0	0	0.0	8.0	56.0	24.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	13	76.9	9	26
ALMERIA	TUI AIRWAYS LTD	C	9	0	0	11.1	22.2	33.3	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	47	71.4	15	14
<b>TOTAL ALMERIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>14.8</b>	<b>44.4</b>	<b>18.5</b>	<b>7.4</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>17</b>	<b>77.4</b>	<b>9</b>	<b>84</b>
BARCELONA	JET2.COM LTD	S	44	0	0	0.0	11.4	43.2	29.5	9.1	6.8	0.0	0.0	0.0	0.0	0.0	18	61.8	14	34
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	63.0	19	73
BARCELONA	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	55.6	24	18
BARCELONA	RYANAIR	S	122	0	2	0.0	8.1	46.0	17.7	13.7	5.6	5.6	0.8	0.8	0.0	1.6	32	72.6	15	124
BARCELONA	VUELING AIRLINES	S	70	0	0	0.0	14.3	31.4	21.4	21.4	10.0	1.4	0.0	0.0	0.0	0.0	28	80.6	8	62
<b>TOTAL BARCELONA</b>			<b>236</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.5</b>	<b>41.2</b>	<b>21.0</b>	<b>15.1</b>	<b>7.1</b>	<b>3.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>28</b>	<b>69.8</b>	<b>15</b>	<b>311</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	52	0	2	0.0	33.3	33.3	18.5	9.3	1.9	0.0	0.0	0.0	0.0	3.7	14	61.8	25	34
<b>TOTAL BILBAO</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.3</b>	<b>33.3</b>	<b>18.5</b>	<b>9.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>14</b>	<b>61.8</b>	<b>25</b>	<b>34</b>
GIRONA	JET2.COM LTD	S	20	0	0	25.0	35.0	30.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	7	82.1	7	28
GIRONA	RYANAIR	S	28	0	0	17.9	25.0	28.6	3.6	10.7	10.7	3.6	0.0	0.0	0.0	0.0	22	84.6	5	26
GIRONA	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	0.0	25.0	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
GIRONA	TUI AIRWAYS LTD	C	13	0	0	0.0	23.1	23.1	23.1	7.7	15.4	7.7	0.0	0.0	0.0	0.0	34	100.0	3	16
<b>TOTAL GIRONA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>24.6</b>	<b>27.5</b>	<b>7.2</b>	<b>11.6</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>21</b>	<b>87.1</b>	<b>5</b>	<b>70</b>
GRANADA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	25.0	31.3	31.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
<b>TOTAL GRANADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>31.3</b>	<b>31.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
IBIZA	BRITISH AIRWAYS PLC	S	21	0	0	19.0	9.5	33.3	9.5	9.5	19.0	0.0	0.0	0.0	0.0	0.0	22	78.6	16	14
IBIZA	JET2.COM LTD	S	44	0	0	4.5	18.2	50.0	6.8	4.5	11.4	2.3	2.3	0.0	0.0	0.0	26	66.7	23	42
IBIZA	RYANAIR	S	60	0	2	9.7	22.6	41.9	14.5	4.8	1.6	0.0	1.6	0.0	0.0	3.2	14	66.1	12	62
IBIZA	THOMAS COOK AIRLINES LTD	S	18	0	0	11.1	27.8	50.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	73.7	10	19
IBIZA	TUI AIRWAYS LTD	C	34	0	0	0.0	11.8	50.0	23.5	8.8	5.9	0.0	0.0	0.0	0.0	0.0	17	71.4	12	42
<b>TOTAL IBIZA</b>			<b>177</b>	<b>0</b>	<b>2</b>	<b>7.8</b>	<b>18.4</b>	<b>45.3</b>	<b>12.3</b>	<b>6.1</b>	<b>7.3</b>	<b>0.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>18</b>	<b>69.3</b>	<b>15</b>	<b>179</b>
MADRID	IBERIA EXPRESS	S	28	0	0	10.7	32.1	39.3	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	9	28
MADRID	RYANAIR	S	62	0	0	0.0	16.1	64.5	12.9	0.0	3.2	3.2	0.0	0.0	0.0	0.0	14	79.0	12	62
<b>TOTAL MADRID</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>21.1</b>	<b>56.7</b>	<b>14.4</b>	<b>0.0</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>12</b>	<b>81.1</b>	<b>11</b>	<b>90</b>
MAHON	JET2.COM LTD	S	24	0	0	8.3	29.2	33.3	8.3	12.5	4.2	0.0	4.2	0.0	0.0	0.0	28	75.0	10	12
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	97.2	5	36
MAHON	THOMAS COOK AIRLINES LTD	S	25	0	0	0.0	0.0	56.0	32.0	0.0	4.0	8.0	0.0	0.0	0.0	0.0	24	77.1	11	35
MAHON	TUI AIRWAYS LTD	C	46	0	0	0.0	17.4	32.6	17.4	17.4	2.2	4.3	4.3	4.3	0.0	0.0	53	71.1	20	45
<b>TOTAL MAHON</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>15.8</b>	<b>38.9</b>	<b>18.9</b>	<b>11.6</b>	<b>3.2</b>	<b>4.2</b>	<b>3.2</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>80.5</b>	<b>12</b>	<b>128</b>
MALAGA	BRITISH AIRWAYS PLC	S	8	0	0	12.5	0.0	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	23	50.0	23	4
MALAGA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	3.2	27.4	45.2	11.3	4.8	4.8	1.6	1.6	0.0	0.0	0.0	18	80.6	12	62

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
MALAGA	JET2.COM LTD	S	91	0	1	5.4	30.4	44.6	10.9	3.3	3.3	1.1	0.0	0.0	0.0	1.1	11	93.3	10	75	
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	71.7	15	106	
MALAGA	NORWEGIAN AIR SHUTTLE	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	9	4	
MALAGA	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	85.3	9	34	
MALAGA	RYANAIR	S	98	0	0	7.1	22.4	42.9	14.3	10.2	2.0	0.0	0.0	1.0	0.0	0.0	17	82.3	7	96	
MALAGA	TUI AIRWAYS LTD	C	39	0	0	0.0	2.6	59.0	10.3	15.4	12.8	0.0	0.0	0.0	0.0	0.0	22	51.3	24	39	
<b>TOTAL MALAGA</b>			<b>298</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>22.7</b>	<b>45.8</b>	<b>12.4</b>	<b>7.7</b>	<b>4.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.3</b>	<b>16</b>	<b>78.1</b>	<b>12</b>	<b>420</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	36	0	0	13.9	36.1	33.3	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	97.2	3	36	
MURCIA SAN JAVIER	RYANAIR	S	52	0	0	0.0	9.6	51.9	26.9	9.6	1.9	0.0	0.0	0.0	0.0	0.0	14	75.0	9	52	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>20.5</b>	<b>44.3</b>	<b>18.2</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>11</b>	<b>84.1</b>	<b>7</b>	<b>88</b>	
PALMA DE MALLORCA	AIR EUROPA	C	0	0	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	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
PALMA DE MALLORCA	BRITISH AIRWAYS PLC	S	10	0	0	0.0	30.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	25.0	48	4	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	63	0	0	4.8	22.2	41.3	9.5	9.5	12.7	0.0	0.0	0.0	0.0	0.0	17	61.1	18	54	
PALMA DE MALLORCA	JET2.COM LTD	S	126	0	1	12.6	20.5	44.1	11.0	7.9	1.6	0.8	0.8	0.0	0.0	0.8	13	86.8	6	91	
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	70.5	14	88	
PALMA DE MALLORCA	RYANAIR	S	122	0	2	3.2	12.1	43.5	18.5	12.1	6.5	2.4	0.0	0.0	0.0	1.6	21	67.7	15	124	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	49	0	0	6.1	16.3	46.9	20.4	8.2	2.0	0.0	0.0	0.0	0.0	0.0	13	63.2	20	38	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	66	0	0	0.0	7.6	40.9	19.7	12.1	12.1	3.0	4.5	0.0	0.0	0.0	36	63.3	15	98	
<b>TOTAL PALMA DE MALLORCA</b>			<b>436</b>	<b>0</b>	<b>3</b>	<b>5.9</b>	<b>16.2</b>	<b>43.5</b>	<b>15.5</b>	<b>9.8</b>	<b>6.2</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>19</b>	<b>69.3</b>	<b>14</b>	<b>502</b>	
REUS	JET2.COM LTD	S	24	0	0	8.3	20.8	33.3	25.0	4.2	0.0	8.3	0.0	0.0	0.0	0.0	21	85.0	6	20	
REUS	THOMAS COOK AIRLINES LTD	S	19	0	0	5.3	0.0	47.4	5.3	5.3	10.5	15.8	10.5	0.0	0.0	0.0	71	78.3	8	23	
REUS	TUI AIRWAYS LTD	C	30	0	0	0.0	6.7	46.7	23.3	6.7	13.3	3.3	0.0	0.0	0.0	0.0	27	56.7	21	30	
<b>TOTAL REUS</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>9.6</b>	<b>42.5</b>	<b>19.2</b>	<b>5.5</b>	<b>8.2</b>	<b>8.2</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>71.2</b>	<b>13</b>	<b>73</b>	
SEVILLE	RYANAIR	S	26	0	0	3.8	19.2	61.5	11.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL SEVILLE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>19.2</b>	<b>61.5</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>0.0</b>	<b>9</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
VALENCIA	RYANAIR	S	26	0	0	0.0	34.6	34.6	11.5	7.7	3.8	7.7	0.0	0.0	0.0	0.0	21	92.9	7	28	
<b>TOTAL VALENCIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>34.6</b>	<b>34.6</b>	<b>11.5</b>	<b>7.7</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>21</b>	<b>92.9</b>	<b>7</b>	<b>28</b>	
VIGO	AIR EUROPA	C	0	0	0	0.0	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	
VIGO	ALK Airlines/Air Lubo	C	0	0	0	0.0	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	
VIGO	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	
VIGO	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	59	2	
VIGO	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	7	2	
VIGO	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	66.7	16	6	
VIGO	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	48	4	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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													late
<b>TOTAL VIGO</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>47.4</b>	<b>27</b>	<b>19</b>	
<b>TOTAL SPAIN</b>			<b>2098</b>	<b>0</b>	<b>13</b>	<b>5.5</b>	<b>19.5</b>	<b>43.2</b>	<b>14.0</b>	<b>8.8</b>	<b>5.3</b>	<b>2.0</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>20</b>	<b>74.8</b>	<b>13</b>	<b>2504</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	53	0	0	13.2	35.8	37.7	7.5	3.8	1.9	0.0	0.0	0.0	0.0	0.0	7	82.9	9	35
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	73.3	15	60
ARRECIFE	RYANAIR	S	44	0	0	4.5	25.0	61.4	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	10	79.5	11	44
ARRECIFE	THOMAS COOK AIRLINES LTD	S	28	0	0	3.6	3.6	42.9	14.3	10.7	21.4	3.6	0.0	0.0	0.0	0.0	37	58.1	16	31
ARRECIFE	TUI AIRWAYS LTD	C	36	0	0	0.0	22.2	30.6	16.7	22.2	2.8	5.6	0.0	0.0	0.0	0.0	24	58.3	17	36
<b>TOTAL ARRECIFE</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>6.2</b>	<b>24.2</b>	<b>43.5</b>	<b>9.9</b>	<b>8.1</b>	<b>6.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.4</b>	<b>14</b>	<b>206</b>
FUERTEVENTURA	JET2.COM LTD	S	24	0	0	16.7	25.0	41.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	11	18
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	44.4	19	18
FUERTEVENTURA	RYANAIR	S	18	0	0	5.6	0.0	44.4	22.2	5.6	22.2	0.0	0.0	0.0	0.0	0.0	34	83.3	7	18
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	3.8	38.5	11.5	11.5	26.9	7.7	0.0	0.0	0.0	0.0	43	55.0	30	20
FUERTEVENTURA	TUI AIRWAYS LTD	C	28	0	0	0.0	21.4	39.3	21.4	7.1	3.6	3.6	0.0	3.6	0.0	0.0	56	78.6	17	28
<b>TOTAL FUERTEVENTURA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>13.5</b>	<b>40.6</b>	<b>17.7</b>	<b>6.3</b>	<b>12.5</b>	<b>3.1</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>69.6</b>	<b>17</b>	<b>102</b>
LAS PALMAS	JET2.COM LTD	S	36	0	0	11.1	30.6	41.7	5.6	5.6	0.0	0.0	2.8	2.8	0.0	0.0	42	76.0	13	25
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	52.9	24	17
LAS PALMAS	RYANAIR	S	28	0	0	17.9	7.1	64.3	3.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	80.8	9	26
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	25	0	0	8.0	24.0	24.0	8.0	20.0	12.0	4.0	0.0	0.0	0.0	0.0	29	64.0	15	25
LAS PALMAS	TUI AIRWAYS LTD	C	34	0	0	2.9	14.7	50.0	17.6	5.9	5.9	2.9	0.0	0.0	0.0	0.0	18	73.8	35	42
<b>TOTAL LAS PALMAS</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>9.8</b>	<b>19.5</b>	<b>45.5</b>	<b>8.9</b>	<b>8.9</b>	<b>4.1</b>	<b>1.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>71.1</b>	<b>21</b>	<b>135</b>
SANTA CRUZ DE LA PALMA	TUI AIRWAYS LTD	C	10	0	0	0.0	40.0	30.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	37.5	36	8
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</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>0.0</b>	<b>17</b>	<b>37.5</b>	<b>36</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	EASYJET AIRLINE COMPANY LTD	S	44	0	0	4.5	20.5	31.8	20.5	18.2	4.5	0.0	0.0	0.0	0.0	0.0	17	69.6	18	46
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	69	0	1	4.3	22.9	55.7	4.3	5.7	4.3	0.0	0.0	1.4	0.0	1.4	15	92.3	5	52
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	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	68.1	20	72
TENERIFE (SURREINA SOFIA)	RYANAIR	S	70	0	0	2.9	21.4	42.9	14.3	17.1	1.4	0.0	0.0	0.0	0.0	0.0	14	70.0	12	70
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	35	0	0	2.9	14.3	40.0	25.7	8.6	2.9	5.7	0.0	0.0	0.0	0.0	24	61.7	20	47
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	53	0	0	0.0	5.7	47.2	20.8	15.1	11.3	0.0	0.0	0.0	0.0	0.0	23	69.8	13	63
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	94.4	2	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>271</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>17.6</b>	<b>44.7</b>	<b>15.4</b>	<b>12.8</b>	<b>4.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>18</b>	<b>72.8</b>	<b>14</b>	<b>368</b>
<b>TOTAL SPAIN(CANARY)</b>			<b>661</b>	<b>0</b>	<b>2</b>	<b>5.3</b>	<b>19.3</b>	<b>43.7</b>	<b>13.1</b>	<b>9.8</b>	<b>6.3</b>	<b>1.5</b>	<b>0.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.3</b>	<b>22</b>	<b>71.4</b>	<b>16</b>	<b>819</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	BRITISH AIRWAYS PLC	S	10	0	2	0.0	25.0	25.0	8.3	16.7	8.3	0.0	0.0	0.0	0.0	16.7	16	0.0	0	0	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>10</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>8.3</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>16.7</b>	<b>16</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
STOCKHOLM (ARLANDA)	AEROFLOT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	68	2	
STOCKHOLM (ARLANDA)	ALK Airlines/Air Lubo	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	60	2	
STOCKHOLM (ARLANDA)	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	39	2	
STOCKHOLM (ARLANDA)	EVELOP	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	40	2	
STOCKHOLM (ARLANDA)	MISTRAL 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	2	
STOCKHOLM (ARLANDA)	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	79.2	8	24	
STOCKHOLM (ARLANDA)	NORWEGIAN AIR SHUTTLE	S	16	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	72.2	12	18	
STOCKHOLM (ARLANDA)	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	21	4	
STOCKHOLM (ARLANDA)	SAS	S	117	0	3	2.5	52.5	29.2	8.3	2.5	2.5	0.0	0.0	0.0	0.0	2.5	7	89.5	4	112	
STOCKHOLM (ARLANDA)	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	45	2	
STOCKHOLM (ARLANDA)	SMALL PLANET AIRLINES POLSKA	C	0	0	0	0.0	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	
STOCKHOLM (ARLANDA)	SMARTWINGS	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	33	8	
STOCKHOLM (ARLANDA)	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	50.0	33	2	
STOCKHOLM (ARLANDA)	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	62	2	
STOCKHOLM (ARLANDA)	TUI FLY NORDIC	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	225	1	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>133</b>	<b>0</b>	<b>3</b>	<b>2.2</b>	<b>49.3</b>	<b>30.1</b>	<b>10.3</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>2.2</b>	<b>8</b>	<b>77.8</b>	<b>12</b>	<b>185</b>	
STOCKHOLM (SKAVSTA)	DANISH AIR TRANSPORT	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2	
STOCKHOLM (SKAVSTA)	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	38	2	
STOCKHOLM (SKAVSTA)	SMALL PLANET AIRLINES POLSKA	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	36	4	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>37.5</b>	<b>32</b>	<b>8</b>	
<b>TOTAL SWEDEN</b>			<b>143</b>	<b>0</b>	<b>5</b>	<b>2.0</b>	<b>47.3</b>	<b>29.7</b>	<b>10.1</b>	<b>4.7</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>8</b>	<b>76.1</b>	<b>13</b>	<b>193</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	59	0	3	0.0	21.0	29.0	14.5	14.5	16.1	0.0	0.0	0.0	0.0	4.8	29	75.9	18	54	
<b>TOTAL BALE MULHOUSE</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>21.0</b>	<b>29.0</b>	<b>14.5</b>	<b>14.5</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>29</b>	<b>75.9</b>	<b>18</b>	<b>54</b>	
GENEVA	EASYJET AIRLINE COMPANY LTD	S	122	0	2	0.8	22.6	35.5	13.7	12.1	10.5	0.0	3.2	0.0	0.0	1.6	29	50.0	25	108	
<b>TOTAL GENEVA</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>0.8</b>	<b>22.6</b>	<b>35.5</b>	<b>13.7</b>	<b>12.1</b>	<b>10.5</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>29</b>	<b>50.0</b>	<b>25</b>	<b>108</b>	
ZURICH	SWISS AIRLINES	S	108	0	0	0.0	23.1	45.4	13.9	9.3	8.3	0.0	0.0	0.0	0.0	0.0	17	79.6	8	108	
<b>TOTAL ZURICH</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>23.1</b>	<b>45.4</b>	<b>13.9</b>	<b>9.3</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>17</b>	<b>79.6</b>	<b>8</b>	<b>108</b>	
<b>TOTAL SWITZERLAND</b>			<b>289</b>	<b>0</b>	<b>5</b>	<b>0.3</b>	<b>22.4</b>	<b>37.8</b>	<b>13.9</b>	<b>11.6</b>	<b>10.9</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>24</b>	<b>66.9</b>	<b>17</b>	<b>270</b>	
<b>TUNISIA</b>																					



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

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
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	22.2	27.8	16.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	32	0.0	0	0
ENFIDHA - HAMMAMET INTL	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	42	0.0	0	0
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>33.3</b>	<b>14.8</b>	<b>22.2</b>	<b>3.7</b>	<b>11.1</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 TUNISIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.8</b>	<b>33.3</b>	<b>14.8</b>	<b>22.2</b>	<b>3.7</b>	<b>11.1</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>TURKEY</b>																				
ANTALYA	EASYJET AIRLINE COMPANY LTD	S	18	0	1	0.0	31.6	36.8	15.8	0.0	10.5	0.0	0.0	0.0	0.0	5.3	14	50.0	20	9
ANTALYA	FREEBIRD AIRLINES	C	10	0	0	0.0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	116	41.2	31	17
ANTALYA	JET2.COM LTD	S	31	0	0	0.0	12.9	35.5	22.6	6.5	22.6	0.0	0.0	0.0	0.0	0.0	27	50.0	17	12
ANTALYA	THOMAS COOK AIRLINES LTD	S	101	0	0	10.9	8.9	28.7	19.8	16.8	10.9	3.0	0.0	1.0	0.0	0.0	31	53.1	30	64
ANTALYA	TUI AIRWAYS LTD	C	27	0	0	0.0	3.7	25.9	18.5	22.2	11.1	14.8	3.7	0.0	0.0	0.0	56	40.0	30	10
<b>TOTAL ANTALYA</b>			<b>187</b>	<b>0</b>	<b>1</b>	<b>5.9</b>	<b>10.6</b>	<b>29.8</b>	<b>19.7</b>	<b>14.4</b>	<b>13.3</b>	<b>3.7</b>	<b>0.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.5</b>	<b>37</b>	<b>49.6</b>	<b>28</b>	<b>112</b>
BODRUM (MILAS)	FREEBIRD AIRLINES	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	1	100.0	12	2
BODRUM (MILAS)	JET2.COM LTD	S	11	0	0	18.2	27.3	18.2	27.3	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	91.7	4	12
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	26	0	0	0.0	11.5	34.6	15.4	26.9	3.8	0.0	7.7	0.0	0.0	0.0	35	78.6	82	14
BODRUM (MILAS)	TUI AIRWAYS LTD	C	7	0	0	0.0	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	11	9
<b>TOTAL BODRUM (MILAS)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>18.8</b>	<b>39.6</b>	<b>14.6</b>	<b>16.7</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>22</b>	<b>81.1</b>	<b>36</b>	<b>37</b>
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	44	0	0	0.0	25.0	45.5	13.6	13.6	2.3	0.0	0.0	0.0	0.0	0.0	13	61.5	15	26
DALAMAN	FREEBIRD AIRLINES	C	4	0	0	0.0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
DALAMAN	JET2.COM LTD	S	28	0	0	21.4	3.6	39.3	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	22	88.9	6	18
DALAMAN	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	15	36
DALAMAN	PEGASUS AIRLINES	S	7	0	0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	45	1
DALAMAN	THOMAS COOK AIRLINES LTD	S	144	0	1	4.1	13.1	33.8	10.3	13.8	17.9	4.1	2.1	0.0	0.0	0.7	38	63.0	24	54
DALAMAN	TUI AIRWAYS LTD	C	29	0	0	6.9	6.9	48.3	13.8	13.8	3.4	0.0	6.9	0.0	0.0	0.0	30	57.1	15	28
<b>TOTAL DALAMAN</b>			<b>256</b>	<b>0</b>	<b>1</b>	<b>5.4</b>	<b>14.0</b>	<b>37.4</b>	<b>11.3</b>	<b>14.0</b>	<b>13.2</b>	<b>2.3</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>31</b>	<b>66.3</b>	<b>17</b>	<b>163</b>
ISTANBUL	FREEBIRD AIRLINES	C	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
ISTANBUL	THY TURKISH AIRLINES	S	124	0	0	8.1	22.6	41.9	16.9	8.9	1.6	0.0	0.0	0.0	0.0	0.0	11	65.3	12	124
<b>TOTAL ISTANBUL</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>7.8</b>	<b>21.9</b>	<b>40.6</b>	<b>18.0</b>	<b>9.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.3</b>	<b>12</b>	<b>124</b>
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</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>
IZMIR (ADNAN MENDERES)	THOMAS COOK AIRLINES LTD	S	25	0	0	4.0	8.0	44.0	16.0	16.0	12.0	0.0	0.0	0.0	0.0	0.0	25	56.3	19	16
IZMIR (ADNAN MENDERES)	TUI AIRWAYS LTD	C	16	0	0	0.0	0.0	25.0	6.3	25.0	37.5	0.0	0.0	6.3	0.0	0.0	72	71.4	11	7
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>4.9</b>	<b>36.6</b>	<b>12.2</b>	<b>19.5</b>	<b>22.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>60.9</b>	<b>16</b>	<b>23</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 2017			
ORIGIN/DESTINATION	AIRLINE	CHAR/SCHED	MAT	UNMAT	CAN	15 m to 1 m		0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
						More than 15 m early	early														
<b>TOTAL TURKEY</b>			<b>660</b>	<b>0</b>	<b>4</b>	<b>5.7</b>	<b>14.3</b>	<b>35.8</b>	<b>15.2</b>	<b>13.7</b>	<b>10.8</b>	<b>2.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>29</b>	<b>62.8</b>	<b>20</b>	<b>459</b>	
<b>UKRAINE</b>																					
KIEV (BORISPOL)	ENTER AIR	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	63	0.0	0	0	
KIEV (BORISPOL)	TRANSAVIA FRANCE	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	58	0.0	0	0	
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLINES	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	
KIEV (BORISPOL)	XL AIRWAYS FRANCE	C	2	0	0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	49	0.0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>28.6</b>	<b>0.0</b>	<b>14.3</b>	<b>42.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>57</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LVOV	ETHIOPIAN AIRLINES	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 LVOV</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 UKRAINE</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>12.5</b>	<b>37.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>57</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>UNITED ARAB EMIRATES</b>																					
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	124	0	0	25.0	36.3	30.6	4.8	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	84.7	9	124	
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>36.3</b>	<b>30.6</b>	<b>4.8</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>84.7</b>	<b>9</b>	<b>124</b>	
DUBAI	EMIRATES	S	184	0	1	20.5	41.6	29.2	5.9	2.2	0.0	0.0	0.0	0.0	0.0	0.5	4	86.0	6	186	
<b>TOTAL DUBAI</b>			<b>184</b>	<b>0</b>	<b>1</b>	<b>20.5</b>	<b>41.6</b>	<b>29.2</b>	<b>5.9</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>0.5</b>	<b>4</b>	<b>86.0</b>	<b>6</b>	<b>186</b>	
<b>TOTAL UNITED ARAB</b>			<b>308</b>	<b>0</b>	<b>1</b>	<b>22.3</b>	<b>39.5</b>	<b>29.8</b>	<b>5.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>4</b>	<b>85.5</b>	<b>7</b>	<b>310</b>	
<b>UNITED KINGDOM</b>																					
ABERDEEN	FLYBE LTD	S	322	0	2	4.0	38.6	42.9	4.6	3.4	2.8	2.2	0.6	0.3	0.0	0.6	15	91.1	5	326	
<b>TOTAL ABERDEEN</b>			<b>322</b>	<b>0</b>	<b>2</b>	<b>4.0</b>	<b>38.6</b>	<b>42.9</b>	<b>4.6</b>	<b>3.4</b>	<b>2.8</b>	<b>2.2</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>15</b>	<b>91.1</b>	<b>5</b>	<b>326</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	398	0	4	2.0	41.8	41.5	5.7	3.2	4.2	0.5	0.0	0.0	0.0	1.0	9	88.3	6	406	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>398</b>	<b>0</b>	<b>4</b>	<b>2.0</b>	<b>41.8</b>	<b>41.5</b>	<b>5.7</b>	<b>3.2</b>	<b>4.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>9</b>	<b>88.3</b>	<b>6</b>	<b>406</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	132	0	0	8.3	40.2	28.8	6.1	9.1	4.5	1.5	1.5	0.0	0.0	0.0	16	68.1	17	160	
BELFAST INTERNATIONAL	RYANAIR	S	62	0	0	6.5	33.9	40.3	12.9	4.8	1.6	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
BELFAST INTERNATIONAL	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	50	1	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>38.1</b>	<b>32.5</b>	<b>8.2</b>	<b>7.7</b>	<b>3.6</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>67.7</b>	<b>18</b>	<b>161</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	66.7	12	3	
<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>66.7</b>	<b>12</b>	<b>3</b>	
BIRMINGHAM	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	
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>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
BRISTOL	TUI AIRWAYS LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
<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>100.0</b>	<b>0.0</b>	<b>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>	
BRIZE NORTON	AIRTANKER SERVICES 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	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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 BRIZE NORTON</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>CAMBRIDGE</b>	BRITISH AIRWAYS PLC	S	11	0	1	58.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0	0.0	0	0	
<b>TOTAL CAMBRIDGE</b>			<b>11</b>	<b>0</b>	<b>1</b>	<b>58.3</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>8.3</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>EDINBURGH</b>	FLYBE LTD	S	201	0	3	0.0	32.8	46.6	9.3	6.9	2.9	0.0	0.0	0.0	0.0	1.5	10	78.3	13	229	
<b>TOTAL EDINBURGH</b>			<b>201</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>32.8</b>	<b>46.6</b>	<b>9.3</b>	<b>6.9</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>10</b>	<b>78.3</b>	<b>13</b>	<b>229</b>	
<b>EXETER</b>	FLYBE LTD	S	161	0	1	3.7	40.1	42.0	4.3	1.2	6.8	1.2	0.0	0.0	0.0	0.6	10	92.0	6	224	
<b>EXETER</b>	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	15	1	
<b>TOTAL EXETER</b>			<b>161</b>	<b>0</b>	<b>1</b>	<b>3.7</b>	<b>40.1</b>	<b>42.0</b>	<b>4.3</b>	<b>1.2</b>	<b>6.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>10</b>	<b>92.0</b>	<b>6</b>	<b>225</b>	
<b>GATWICK</b>	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	100.0	10	1	
<b>TOTAL GATWICK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>10</b>	<b>1</b>	
<b>GLASGOW</b>	FLYBE LTD	S	150	0	0	3.3	42.0	38.0	6.7	4.7	5.3	0.0	0.0	0.0	0.0	0.0	9	82.5	11	174	
<b>GLASGOW</b>	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	5	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>41.7</b>	<b>38.4</b>	<b>6.6</b>	<b>4.6</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>9</b>	<b>82.5</b>	<b>11</b>	<b>174</b>	
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	124	0	0	5.6	50.8	25.8	2.4	12.9	2.4	0.0	0.0	0.0	0.0	0.0	9	87.7	7	114	
<b>TOTAL GUERNSEY</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>50.8</b>	<b>25.8</b>	<b>2.4</b>	<b>12.9</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>9</b>	<b>87.7</b>	<b>7</b>	<b>114</b>	
<b>HEATHROW</b>	BRITISH AIRWAYS PLC	S	457	0	5	4.8	54.1	24.7	9.3	4.3	1.3	0.4	0.0	0.0	0.0	1.1	7	82.4	9	456	
<b>TOTAL HEATHROW</b>			<b>457</b>	<b>0</b>	<b>5</b>	<b>4.8</b>	<b>54.1</b>	<b>24.7</b>	<b>9.3</b>	<b>4.3</b>	<b>1.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>7</b>	<b>82.4</b>	<b>9</b>	<b>456</b>	
<b>INVERNESS</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	71.9	16	166	
<b>INVERNESS</b>	LOGANAIR LTD	S	148	0	2	18.7	32.7	34.0	3.3	3.3	5.3	0.0	1.3	0.0	0.0	1.3	11	0.0	0	0	
<b>TOTAL INVERNESS</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>18.7</b>	<b>32.7</b>	<b>34.0</b>	<b>3.3</b>	<b>3.3</b>	<b>5.3</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>11</b>	<b>71.9</b>	<b>16</b>	<b>166</b>	
<b>ISLE OF MAN</b>	EASTERN AIRWAYS	C	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>ISLE OF MAN</b>	FLYBE LTD	S	272	0	12	2.1	36.6	44.0	5.3	2.8	4.2	0.0	0.7	0.0	0.0	4.2	10	84.8	10	282	
<b>TOTAL ISLE OF MAN</b>			<b>275</b>	<b>0</b>	<b>12</b>	<b>2.1</b>	<b>36.2</b>	<b>43.9</b>	<b>5.9</b>	<b>2.8</b>	<b>4.2</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>4.2</b>	<b>10</b>	<b>84.8</b>	<b>10</b>	<b>282</b>	
<b>JERSEY</b>	FLYBE LTD	S	70	0	0	0.0	32.9	32.9	11.4	11.4	11.4	0.0	0.0	0.0	0.0	0.0	17	71.2	24	66	
<b>TOTAL JERSEY</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>32.9</b>	<b>32.9</b>	<b>11.4</b>	<b>11.4</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.2</b>	<b>24</b>	<b>66</b>	
<b>LEEDS BRADFORD</b>	JET2.COM LTD	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	5	100.0	13	1	
<b>TOTAL LEEDS BRADFORD</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>5</b>	<b>100.0</b>	<b>13</b>	<b>1</b>	
<b>LONDON CITY</b>	BRITISH AIRWAYS PLC	S	6	0	1	0.0	28.6	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	14.3	14	66.7	16	5	
<b>TOTAL LONDON CITY</b>			<b>6</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>28.6</b>	<b>42.9</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>14.3</b>	<b>14</b>	<b>66.7</b>	<b>16</b>	<b>5</b>	
<b>LUTON</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	0	1	
<b>LUTON</b>	THOMAS COOK AIRLINES 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 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>100.0</b>	<b>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>100.0</b>	<b>0</b>	<b>1</b>	
<b>NEWCASTLE</b>	THOMAS COOK AIRLINES 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 NEWCASTLE</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>NEWQUAY</b>	FLYBE LTD	S	116	0	0	0.0	8.6	55.2	25.0	6.9	3.4	0.9	0.0	0.0	0.0	0.0	17	78.2	13	124	
<b>TOTAL NEWQUAY</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.6</b>	<b>55.2</b>	<b>25.0</b>	<b>6.9</b>	<b>3.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>78.2</b>	<b>13</b>	<b>124</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
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	0.0	0	90.5	10	124
NORWICH	LOGANAIR LTD	S	140	0	2	12.0	49.3	32.4	0.7	0.0	2.8	1.4	0.0	0.0	0.0	1.4	6	0.0	0	0
<b>TOTAL NORWICH</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>12.0</b>	<b>49.3</b>	<b>32.4</b>	<b>0.7</b>	<b>0.0</b>	<b>2.8</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>90.5</b>	<b>10</b>	<b>124</b>
SOUTHAMPTON	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	25	1
SOUTHAMPTON	FLYBE LTD	S	368	0	4	4.3	44.4	33.3	6.2	4.6	6.2	0.0	0.0	0.0	0.0	1.1	10	89.5	7	276
SOUTHAMPTON	MALETH AERO	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>370</b>	<b>0</b>	<b>4</b>	<b>4.5</b>	<b>44.4</b>	<b>33.2</b>	<b>6.1</b>	<b>4.5</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>89.2</b>	<b>7</b>	<b>277</b>
SOUTHEND	FLYBE LTD	S	153	0	7	0.0	33.8	45.6	6.9	5.6	3.8	0.0	0.0	0.0	0.0	4.4	9	0.0	0	0
SOUTHEND	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	24	1
<b>TOTAL SOUTHEND</b>			<b>154</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>33.5</b>	<b>45.3</b>	<b>7.5</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>4.3</b>	<b>9</b>	<b>0.0</b>	<b>24</b>	<b>1</b>
STANSTED	JOTA AVIATION LTD	C	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL STANSTED</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>
STORNOWAY	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	65.2	14	23
<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>65.2</b>	<b>14</b>	<b>23</b>
<b>TOTAL UNITED KINGDOM</b>			<b>3303</b>	<b>0</b>	<b>46</b>	<b>4.5</b>	<b>40.5</b>	<b>37.2</b>	<b>7.0</b>	<b>4.6</b>	<b>4.0</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>83.9</b>	<b>10</b>	<b>3167</b>
<b>USA</b>																				
ATLANTA	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	28.3	56.7	6.7	1.7	1.7	1.7	1.7	1.7	0.0	0.0	0.0	9	89.7	3	58
<b>TOTAL ATLANTA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>28.3</b>	<b>56.7</b>	<b>6.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>89.7</b>	<b>3</b>	<b>58</b>
BOSTON	THOMAS COOK AIRLINES LTD	S	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	16	43.8	31	16
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	6	0	0	16.7	0.0	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.2	0	15
<b>TOTAL BOSTON</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>0.0</b>	<b>83.3</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>0.0</b>	<b>10</b>	<b>66.7</b>	<b>16</b>	<b>31</b>
CHICAGO (O'HARE)	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	61.3	36	56
<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>61.3</b>	<b>36</b>	<b>56</b>
HOUSTON	SINGAPORE AIRLINES	S	44	0	0	31.8	25.0	29.5	11.4	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5	86.4	8	43
<b>TOTAL HOUSTON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>25.0</b>	<b>29.5</b>	<b>11.4</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>86.4</b>	<b>8</b>	<b>43</b>
LAS VEGAS	THOMAS COOK AIRLINES LTD	S	40	0	0	12.5	27.5	30.0	10.0	2.5	12.5	5.0	0.0	0.0	0.0	0.0	24	65.1	23	43
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	11.8	58.8	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	76.5	8	17
<b>TOTAL LAS VEGAS</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>36.8</b>	<b>26.3</b>	<b>10.5</b>	<b>1.8</b>	<b>8.8</b>	<b>3.5</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>19</b>	<b>60</b>
LOS ANGELES INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	20	0	0	0.0	5.0	30.0	20.0	20.0	15.0	5.0	5.0	0.0	0.0	0.0	49	60.9	19	23
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</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>49</b>	<b>60.9</b>	<b>19</b>	<b>23</b>
MIAMI INTERNATIONAL	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	37.5	43	16
<b>TOTAL MIAMI 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>37.5</b>	<b>43</b>	<b>16</b>
NEW YORK (JF KENNEDY)	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	53.2	42	59
NEW YORK (JF KENNEDY)	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	70.0	13	50

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: MANCHESTER (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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
NEW YORK (JF KENNEDY)	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	42.9	25	7
NEW YORK (JF KENNEDY)	THOMAS COOK AIRLINES LTD	S	52	0	2	5.6	22.2	48.1	7.4	7.4	5.6	0.0	0.0	0.0	0.0	3.7	12	66.7	20	57
NEW YORK (JF KENNEDY)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	12.9	48.4	21.0	6.5	11.3	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	5	13
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>9.5</b>	<b>36.2</b>	<b>33.6</b>	<b>6.9</b>	<b>9.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>9</b>	<b>63.5</b>	<b>24</b>	<b>186</b>
NEW YORK (NEWARK)	UNITED AIRLINES	S	62	0	0	25.8	53.2	14.5	1.6	1.6	3.2	0.0	0.0	0.0	0.0	0.0	6	74.2	14	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>25.8</b>	<b>53.2</b>	<b>14.5</b>	<b>1.6</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>0.0</b>	<b>6</b>	<b>74.2</b>	<b>14</b>	<b>62</b>
ORLANDO	THOMAS COOK AIRLINES LTD	S	73	0	0	5.5	4.1	41.1	12.3	17.8	12.3	5.5	1.4	0.0	0.0	0.0	35	59.4	22	64
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	88	0	0	12.5	36.4	27.3	9.1	8.0	5.7	1.1	0.0	0.0	0.0	0.0	12	84.7	8	85
<b>TOTAL ORLANDO</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>21.7</b>	<b>33.5</b>	<b>10.6</b>	<b>12.4</b>	<b>8.7</b>	<b>3.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>73.8</b>	<b>14</b>	<b>149</b>
PHILADELPHIA INTERNATIONAL	AMERICAN AIRLINES	S	60	0	2	17.7	33.9	17.7	8.1	4.8	8.1	0.0	4.8	1.6	0.0	3.2	33	75.8	20	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>17.7</b>	<b>33.9</b>	<b>17.7</b>	<b>8.1</b>	<b>4.8</b>	<b>8.1</b>	<b>0.0</b>	<b>4.8</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>33</b>	<b>75.8</b>	<b>20</b>	<b>60</b>
SAN FRANCISCO	THOMAS COOK AIRLINES LTD	S	17	0	0	0.0	0.0	29.4	11.8	17.6	23.5	11.8	5.9	0.0	0.0	0.0	64	40.0	37	10
SAN FRANCISCO	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	92.6	2	27
<b>TOTAL SAN FRANCISCO</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>12.0</b>	<b>32.0</b>	<b>8.0</b>	<b>16.0</b>	<b>16.0</b>	<b>8.0</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46</b>	<b>78.4</b>	<b>12</b>	<b>37</b>
SANFORD	TUI AIRWAYS LTD	C	21	0	0	19.0	23.8	33.3	14.3	9.5	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	17	26
<b>TOTAL SANFORD</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>19.0</b>	<b>23.8</b>	<b>33.3</b>	<b>14.3</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>11</b>	<b>69.2</b>	<b>17</b>	<b>26</b>
SEATTLE (TACOMA)	THOMAS COOK AIRLINES LTD	S	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	17	0.0	0	0
<b>TOTAL SEATTLE (TACOMA)</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>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
WASHINGTON (DULLES)	LUFTHANSA	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 WASHINGTON (DULLES)</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>
<b>TOTAL USA</b>			<b>640</b>	<b>0</b>	<b>4</b>	<b>15.1</b>	<b>32.3</b>	<b>27.3</b>	<b>8.2</b>	<b>7.6</b>	<b>5.9</b>	<b>1.7</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>18</b>	<b>70.8</b>	<b>18</b>	<b>807</b>
<b>TOTAL MANCHESTER</b>			<b>17426</b>	<b>5</b>	<b>177</b>	<b>5.6</b>	<b>28.4</b>	<b>38.0</b>	<b>11.0</b>	<b>8.6</b>	<b>5.4</b>	<b>1.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>77.1</b>	<b>13</b>	<b>17979</b>

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: NEWCASTLE (Full Analysis)

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	
<b>AUSTRIA</b>																					
SALZBURG	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	11	0.0	0	0	
SALZBURG	MISTRAL AIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	102	1	
<b>TOTAL SALZBURG</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>102</b>	<b>1</b>	
<b>TOTAL AUSTRIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>0.0</b>	<b>102</b>	<b>1</b>	
<b>BELGIUM</b>																					
BRUSSELS	BMI REGIONAL	S	92	0	2	3.2	36.2	44.7	9.6	3.2	1.1	0.0	0.0	0.0	0.0	2.1	7	84.7	10	98	
<b>TOTAL BRUSSELS</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>36.2</b>	<b>44.7</b>	<b>9.6</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>7</b>	<b>84.7</b>	<b>10</b>	<b>98</b>	
<b>TOTAL BELGIUM</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>36.2</b>	<b>44.7</b>	<b>9.6</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>7</b>	<b>84.7</b>	<b>10</b>	<b>98</b>	
<b>BULGARIA</b>																					
BURGAS	BH AIR	S	12	0	0	0.0	8.3	25.0	16.7	25.0	8.3	16.7	0.0	0.0	0.0	0.0	45	83.3	6	12	
BURGAS	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	100.0	6	2	
BURGAS	TUI AIRWAYS LTD	S	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	19	75.0	14	8	
<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>13.0</b>	<b>26.1</b>	<b>4.3</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>81.8</b>	<b>9</b>	<b>22</b>	
<b>TOTAL BULGARIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>8.7</b>	<b>34.8</b>	<b>13.0</b>	<b>26.1</b>	<b>4.3</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>81.8</b>	<b>9</b>	<b>22</b>	
<b>CROATIA</b>																					
DUBROVNIK	JET2.COM LTD	S	16	0	0	6.3	56.3	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	10	
DUBROVNIK	TUI AIRWAYS LTD	S	8	0	0	0.0	25.0	25.0	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.8</b>	<b>33.3</b>	<b>0.0</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>12</b>	<b>100.0</b>	<b>2</b>	<b>10</b>	
<b>TOTAL CROATIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>45.8</b>	<b>33.3</b>	<b>0.0</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>12</b>	<b>100.0</b>	<b>2</b>	<b>10</b>	
<b>CYPRUS</b>																					
LARNACA	JET2.COM LTD	S	16	0	0	12.5	25.0	31.3	6.3	12.5	6.3	6.3	0.0	0.0	0.0	0.0	26	77.8	6	9	
LARNACA	THOMAS COOK AIRLINES LTD	S	18	0	0	16.7	16.7	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	94.1	3	17	
LARNACA	TUI AIRWAYS LTD	S	15	0	0	0.0	6.7	40.0	20.0	20.0	13.3	0.0	0.0	0.0	0.0	0.0	24	75.0	13	16	
<b>TOTAL LARNACA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>10.2</b>	<b>16.3</b>	<b>30.6</b>	<b>16.3</b>	<b>18.4</b>	<b>6.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>83.3</b>	<b>7</b>	<b>42</b>	
PAPHOS	JET2.COM LTD	S	18	0	0	27.8	16.7	33.3	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	9	88.2	5	17	
PAPHOS	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	100.0	3	10	
PAPHOS	TUI AIRWAYS LTD	S	18	0	0	0.0	11.1	27.8	11.1	27.8	11.1	11.1	0.0	0.0	0.0	0.0	39	82.4	9	17	
<b>TOTAL PAPHOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>13.9</b>	<b>30.6</b>	<b>13.9</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>88.6</b>	<b>6</b>	<b>44</b>	
<b>TOTAL CYPRUS</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>15.3</b>	<b>30.6</b>	<b>15.3</b>	<b>17.6</b>	<b>5.9</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>86.0</b>	<b>7</b>	<b>86</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	JET2.COM LTD	S	16	0	0	0.0	37.5	25.0	18.8	6.3	0.0	0.0	0.0	12.5	0.0	0.0	60	100.0	1	18	
<b>TOTAL PRAGUE</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>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>100.0</b>	<b>1</b>	<b>18</b>	
<b>TOTAL CZECH REPUBLIC</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>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>60</b>	<b>100.0</b>	<b>1</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	91.3	4	46	
<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>91.3</b>	<b>4</b>	<b>46</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

## ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

## Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 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>91.3</b>	<b>4</b>	<b>46</b>
<b>EGYPT</b>																				
HURGHADA	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	0.0	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	16	1
<b>TOTAL HURGHADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>16</b>	<b>1</b>
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>0.0</b>	<b>37.5</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>16</b>	<b>1</b>
<b>FRANCE</b>																				
NICE	EASYJET AIRLINE COMPANY LTD	S	24	0	2	0.0	23.1	46.2	11.5	11.5	0.0	0.0	0.0	0.0	0.0	7.7	10	70.0	35	30
<b>TOTAL NICE</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.1</b>	<b>46.2</b>	<b>11.5</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>10</b>	<b>70.0</b>	<b>35</b>	<b>30</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	168	0	4	14.5	24.4	36.0	11.6	8.1	2.9	0.0	0.0	0.0	0.0	2.3	12	84.2	11	165
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>168</b>	<b>0</b>	<b>4</b>	<b>14.5</b>	<b>24.4</b>	<b>36.0</b>	<b>11.6</b>	<b>8.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>12</b>	<b>84.2</b>	<b>11</b>	<b>165</b>
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	12	2
PERPIGNAN	ENTER AIR	C	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	41	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>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>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>50.0</b>	<b>12</b>	<b>2</b>
<b>TOTAL FRANCE</b>			<b>194</b>	<b>0</b>	<b>6</b>	<b>12.5</b>	<b>24.0</b>	<b>37.0</b>	<b>11.5</b>	<b>9.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>12</b>	<b>81.7</b>	<b>15</b>	<b>197</b>
<b>GERMANY</b>																				
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	28	0	0	10.7	50.0	17.9	3.6	17.9	0.0	0.0	0.0	0.0	0.0	0.0	10	88.5	4	26
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>50.0</b>	<b>17.9</b>	<b>3.6</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.5</b>	<b>4</b>	<b>26</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	54	0	0	11.1	27.8	38.9	14.8	5.6	1.9	0.0	0.0	0.0	0.0	0.0	10	70.6	11	34
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	80.0	10	20
<b>TOTAL DUSSELDORF</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>27.8</b>	<b>38.9</b>	<b>14.8</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>74.1</b>	<b>11</b>	<b>54</b>
<b>TOTAL GERMANY</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>11.0</b>	<b>35.4</b>	<b>31.7</b>	<b>11.0</b>	<b>9.8</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>10</b>	<b>78.8</b>	<b>9</b>	<b>80</b>
<b>GREECE</b>																				
CORFU	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	14	2
CORFU	JET2.COM LTD	S	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	9	100.0	1	6
CORFU	THOMAS COOK AIRLINES LTD	S	16	0	0	18.8	25.0	43.8	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	4	16
CORFU	TUI AIRWAYS LTD	S	15	0	0	6.7	33.3	40.0	6.7	13.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	17
<b>TOTAL CORFU</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>26.1</b>	<b>50.0</b>	<b>8.7</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>95.1</b>	<b>4</b>	<b>41</b>
HERAKLION	JET2.COM LTD	S	18	0	0	11.1	16.7	16.7	16.7	16.7	11.1	0.0	11.1	0.0	0.0	0.0	43	83.3	6	18
HERAKLION	THOMAS COOK AIRLINES LTD	S	3	0	0	0.0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	195	50.0	33	4
HERAKLION	TUI AIRWAYS LTD	S	9	0	0	0.0	0.0	11.1	44.4	0.0	22.2	0.0	22.2	0.0	0.0	0.0	75	44.4	26	9
<b>TOTAL HERAKLION</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>10.0</b>	<b>13.3</b>	<b>23.3</b>	<b>10.0</b>	<b>13.3</b>	<b>3.3</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68</b>	<b>67.7</b>	<b>15</b>	<b>31</b>
KAVALA	THOMAS COOK AIRLINES LTD	S	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 KAVALA</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>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	6	0	0	16.7	16.7	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	6

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
KEFALLINIA	TUI AIRWAYS LTD	S	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	10	1	
<b>TOTAL KEFALLINIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</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>13</b>	<b>100.0</b>	<b>3</b>	<b>7</b>	
KOS	THOMAS COOK AIRLINES LTD	S	7	0	0	14.3	0.0	28.6	14.3	14.3	14.3	14.3	0.0	0.0	0.0	0.0	43	100.0	3	5	
KOS	TUI AIRWAYS LTD	S	16	0	0	12.5	18.8	12.5	12.5	18.8	18.8	6.3	0.0	0.0	0.0	0.0	37	100.0	1	9	
<b>TOTAL KOS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>13.0</b>	<b>13.0</b>	<b>17.4</b>	<b>13.0</b>	<b>17.4</b>	<b>17.4</b>	<b>8.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>100.0</b>	<b>2</b>	<b>14</b>	
RHODES	EASYJET AIRLINE COMPANY LTD	S	9	0	0	0.0	22.2	22.2	0.0	22.2	33.3	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
RHODES	JET2.COM LTD	S	18	0	0	11.1	16.7	50.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	82.4	9	17	
RHODES	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	100.0	2	3	
RHODES	TUI AIRWAYS LTD	S	16	0	1	0.0	11.8	47.1	17.6	5.9	0.0	11.8	0.0	0.0	0.0	5.9	28	81.3	7	16	
<b>TOTAL RHODES</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>4.5</b>	<b>15.9</b>	<b>43.2</b>	<b>11.4</b>	<b>11.4</b>	<b>6.8</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>23</b>	<b>83.3</b>	<b>8</b>	<b>36</b>	
SALONIKA	JET2.COM LTD	S	10	0	0	10.0	30.0	40.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
SALONIKA	TUI AIRWAYS 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 SALONIKA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>7.7</b>	<b>30.8</b>	<b>46.2</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>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	4	1	0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	5	100.0	1	8	
<b>TOTAL SKIATHOS</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>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>0.0</b>	<b>5</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
THIRA (SANTORINI)	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	16.7	16.7	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	32	33.3	202	6	
<b>TOTAL THIRA (SANTORINI)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</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>32</b>	<b>33.3</b>	<b>202</b>	<b>6</b>	
ZAKINTHOS	JET2.COM LTD	S	10	0	0	20.0	10.0	30.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	19	90.0	5	10	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	10	0	1	0.0	9.1	27.3	27.3	0.0	0.0	18.2	0.0	9.1	0.0	9.1	181	100.0	4	10	
ZAKINTHOS	TUI AIRWAYS LTD	S	16	0	0	0.0	31.3	18.8	6.3	25.0	18.8	0.0	0.0	0.0	0.0	0.0	27	68.8	11	16	
<b>TOTAL ZAKINTHOS</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>5.4</b>	<b>18.9</b>	<b>24.3</b>	<b>13.5</b>	<b>16.2</b>	<b>10.8</b>	<b>5.4</b>	<b>0.0</b>	<b>2.7</b>	<b>0.0</b>	<b>2.7</b>	<b>68</b>	<b>83.3</b>	<b>7</b>	<b>36</b>	
<b>TOTAL GREECE</b>			<b>210</b>	<b>3</b>	<b>2</b>	<b>7.0</b>	<b>17.7</b>	<b>33.5</b>	<b>14.4</b>	<b>11.2</b>	<b>7.4</b>	<b>3.3</b>	<b>2.8</b>	<b>0.5</b>	<b>1.4</b>	<b>0.9</b>	<b>34</b>	<b>84.4</b>	<b>14</b>	<b>179</b>	
<b>ICELAND</b>																					
REYKJAVIK	FLUGFELAG ISLANDS(AIR ICELAND)	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 REYKJAVIK</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 ICELAND</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>IRISH REPUBLIC</b>																					
CORK	AER LINGUS	S	26	0	0	11.5	50.0	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	12	73.1	8	26	
<b>TOTAL CORK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>50.0</b>	<b>15.4</b>	<b>7.7</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.1</b>	<b>8</b>	<b>26</b>	
DUBLIN	AER LINGUS	S	62	0	0	3.2	40.3	43.5	8.1	3.2	1.6	0.0	0.0	0.0	0.0	0.0	6	94.4	3	142	
DUBLIN	RYANAIR	S	116	0	0	5.2	37.9	31.0	9.5	10.3	4.3	1.7	0.0	0.0	0.0	0.0	15	88.8	5	116	
<b>TOTAL DUBLIN</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>4.5</b>	<b>38.8</b>	<b>35.4</b>	<b>9.0</b>	<b>7.9</b>	<b>3.4</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>91.9</b>	<b>4</b>	<b>258</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>40.2</b>	<b>32.8</b>	<b>8.8</b>	<b>7.8</b>	<b>3.9</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>90.1</b>	<b>4</b>	<b>284</b>	
<b>ITALY</b>																					
NAPLES	TUI AIRWAYS LTD	S	14	0	0	0.0	14.3	35.7	28.6	7.1	14.3	0.0	0.0	0.0	0.0	0.0	21	93.8	6	16	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 NAPLES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>35.7</b>	<b>28.6</b>	<b>7.1</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>93.8</b>	<b>6</b>	<b>16</b>	
PISA	JET2.COM LTD	S	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	11	60.0	22	10	
<b>TOTAL PISA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>40.0</b>	<b>30.0</b>	<b>20.0</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>60.0</b>	<b>22</b>	<b>10</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	16	0	0	6.3	6.3	56.3	6.3	12.5	0.0	0.0	0.0	12.5	0.0	0.0	66	100.0	2	16	
<b>TOTAL ROME (FIUMICINO)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>6.3</b>	<b>56.3</b>	<b>6.3</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>100.0</b>	<b>2</b>	<b>16</b>	
VERONA VILLAFRANCA	NEOS SPA	S	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	100.0	2	7	
VERONA VILLAFRANCA	TUI AIRWAYS LTD	S	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	0	7	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</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>7</b>	<b>100.0</b>	<b>1</b>	<b>14</b>	
<b>TOTAL ITALY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>18.5</b>	<b>46.3</b>	<b>16.7</b>	<b>7.4</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>91.1</b>	<b>6</b>	<b>56</b>	
<b>MALTA</b>																					
MALTA	EASYJET AIRLINE COMPANY LTD	S	18	0	0	0.0	11.1	55.6	5.6	0.0	16.7	5.6	5.6	0.0	0.0	0.0	39	66.7	14	18	
MALTA	JET2.COM LTD	S	10	0	0	10.0	30.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	8	
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</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>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>76.9</b>	<b>11</b>	<b>26</b>	
<b>TOTAL MALTA</b>			<b>28</b>	<b>0</b>	<b>0</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>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>76.9</b>	<b>11</b>	<b>26</b>	
<b>MEXICO</b>																					
CANCUN	TUI AIRWAYS LTD	S	12	0	0	33.3	25.0	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	6	13	
<b>TOTAL CANCUN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>25.0</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>6</b>	<b>92.3</b>	<b>6</b>	<b>13</b>	
<b>TOTAL MEXICO</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>25.0</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>6</b>	<b>92.3</b>	<b>6</b>	<b>13</b>	
<b>NETHERLANDS</b>																					
AMSTERDAM	KLM	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	
AMSTERDAM	KLM	S	245	0	4	0.8	36.1	45.0	10.0	4.0	1.6	0.4	0.4	0.0	0.0	1.6	9	79.4	10	306	
<b>TOTAL AMSTERDAM</b>			<b>246</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>36.0</b>	<b>45.2</b>	<b>10.0</b>	<b>4.0</b>	<b>1.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>79.4</b>	<b>10</b>	<b>306</b>	
<b>TOTAL NETHERLANDS</b>			<b>246</b>	<b>0</b>	<b>4</b>	<b>0.8</b>	<b>36.0</b>	<b>45.2</b>	<b>10.0</b>	<b>4.0</b>	<b>1.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>9</b>	<b>79.4</b>	<b>10</b>	<b>306</b>	
<b>NORWAY</b>																					
STAVANGER	BMI REGIONAL	S	44	0	0	0.0	52.3	40.9	2.3	0.0	0.0	0.0	4.5	0.0	0.0	0.0	12	95.2	3	42	
<b>TOTAL STAVANGER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.3</b>	<b>40.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>95.2</b>	<b>3</b>	<b>42</b>	
<b>TOTAL NORWAY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>52.3</b>	<b>40.9</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>95.2</b>	<b>3</b>	<b>42</b>	
<b>POLAND</b>																					
GDANSK	RYANAIR	S	16	0	0	6.3	31.3	56.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	18	
<b>TOTAL GDANSK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</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>6</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
KRAKOW	JET2.COM LTD	S	16	0	0	6.3	31.3	43.8	6.3	0.0	0.0	0.0	12.5	0.0	0.0	0.0	31	94.4	4	18	
<b>TOTAL KRAKOW</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>43.8</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
WARSAW (MODLIN MASOVIA)	RYANAIR	S	18	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	18	
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>66.7</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>4</b>	<b>18</b>	
WROCLAW	RYANAIR	S	18	0	0	5.6	44.4	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	6	16	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 WROCLAW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>44.4</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>93.8</b>	<b>6</b>	<b>16</b>	
<b>TOTAL POLAND</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>44.1</b>	<b>38.2</b>	<b>7.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>97.1</b>	<b>4</b>	<b>70</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																					
FARO	EASYJET AIRLINE COMPANY LTD	S	52	0	0	0.0	19.2	59.6	11.5	3.8	5.8	0.0	0.0	0.0	0.0	0.0	12	65.4	39	52	
FARO	JET2.COM LTD	S	46	0	0	15.2	32.6	50.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	40	
FARO	RYANAIR	S	34	0	0	2.9	38.2	50.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	6	36	
FARO	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	85.7	8	7	
<b>TOTAL FARO</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>28.8</b>	<b>53.8</b>	<b>7.6</b>	<b>1.5</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>7</b>	<b>77.8</b>	<b>18</b>	<b>135</b>	
<b>TOTAL PORTUGAL</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>28.8</b>	<b>53.8</b>	<b>7.6</b>	<b>1.5</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>7</b>	<b>77.8</b>	<b>18</b>	<b>135</b>	
<b>PORTUGAL(MADEIRA)</b>																					
FUNCHAL	JET2.COM LTD	S	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	5	10	
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
<b>TOTAL PORTUGAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>50.0</b>	<b>37.5</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>90.0</b>	<b>5</b>	<b>10</b>	
<b>SPAIN</b>																					
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	61	0	0	4.9	36.1	29.5	9.8	13.1	4.9	1.6	0.0	0.0	0.0	0.0	17	63.5	34	63	
ALICANTE	JET2.COM LTD	S	72	0	0	8.3	26.4	43.1	8.3	4.2	8.3	0.0	1.4	0.0	0.0	0.0	17	91.8	8	97	
ALICANTE	RYANAIR	S	61	0	0	6.6	34.4	47.5	8.2	0.0	0.0	1.6	1.6	0.0	0.0	0.0	11	93.5	5	62	
ALICANTE	TUI AIRWAYS LTD	S	25	0	0	8.0	8.0	36.0	24.0	16.0	4.0	0.0	4.0	0.0	0.0	0.0	27	66.7	14	21	
<b>TOTAL ALICANTE</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>29.2</b>	<b>39.7</b>	<b>10.5</b>	<b>6.8</b>	<b>4.6</b>	<b>0.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>82.7</b>	<b>14</b>	<b>243</b>	
ALMERIA	JET2.COM LTD	S	12	0	0	0.0	16.7	33.3	8.3	16.7	16.7	0.0	0.0	8.3	0.0	0.0	65	90.0	6	10	
ALMERIA	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	100.0	5	2	
<b>TOTAL ALMERIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>8.3</b>	<b>16.7</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>65</b>	<b>91.7</b>	<b>6</b>	<b>12</b>	
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	52	0	2	7.4	22.2	29.6	14.8	14.8	7.4	0.0	0.0	0.0	0.0	3.7	19	77.8	11	54	
<b>TOTAL BARCELONA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>7.4</b>	<b>22.2</b>	<b>29.6</b>	<b>14.8</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>3.7</b>	<b>19</b>	<b>77.8</b>	<b>11</b>	<b>54</b>	
GIRONA	JET2.COM LTD	S	18	0	0	5.6	22.2	27.8	16.7	5.6	11.1	11.1	0.0	0.0	0.0	0.0	34	95.5	4	22	
GIRONA	RYANAIR	S	18	0	0	0.0	27.8	33.3	11.1	5.6	16.7	5.6	0.0	0.0	0.0	0.0	34	83.3	8	18	
<b>TOTAL GIRONA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>25.0</b>	<b>30.6</b>	<b>13.9</b>	<b>5.6</b>	<b>13.9</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>90.0</b>	<b>6</b>	<b>40</b>	
IBIZA	JET2.COM LTD	S	32	0	2	14.7	20.6	44.1	8.8	0.0	5.9	0.0	0.0	0.0	0.0	5.9	12	87.5	7	32	
IBIZA	THOMAS COOK AIRLINES LTD	S	14	0	0	7.1	35.7	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	7	14	
IBIZA	TUI AIRWAYS LTD	S	11	0	0	0.0	0.0	81.8	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	5	18	
<b>TOTAL IBIZA</b>			<b>57</b>	<b>0</b>	<b>2</b>	<b>10.2</b>	<b>20.3</b>	<b>52.5</b>	<b>8.5</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>10</b>	<b>90.6</b>	<b>7</b>	<b>64</b>	
MADRID	RYANAIR	S	16	0	0	0.0	12.5	56.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	15	18	
<b>TOTAL MADRID</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>56.3</b>	<b>18.8</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>50.0</b>	<b>15</b>	<b>18</b>	
MAHON	JET2.COM LTD	S	12	0	0	8.3	25.0	25.0	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	17	75.0	11	12	
MAHON	THOMAS COOK AIRLINES LTD	S	11	0	0	9.1	18.2	9.1	9.1	18.2	9.1	18.2	0.0	9.1	0.0	0.0	152	91.7	4	12	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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	TUI AIRWAYS LTD	S	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	17	100.0	2	16
<b>TOTAL MAHON</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>20.0</b>	<b>26.7</b>	<b>13.3</b>	<b>13.3</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>66</b>	<b>90.0</b>	<b>6</b>	<b>40</b>
MALAGA	AIR EUROPA	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	0.0	0	0
MALAGA	EASYJET AIRLINE COMPANY LTD	S	54	0	0	0.0	38.9	37.0	7.4	7.4	9.3	0.0	0.0	0.0	0.0	0.0	15	76.7	18	60
MALAGA	JET2.COM LTD	S	44	0	0	22.7	25.0	38.6	6.8	2.3	2.3	2.3	0.0	0.0	0.0	0.0	8	89.1	6	46
MALAGA	RYANAIR	S	46	0	0	4.3	30.4	50.0	10.9	0.0	2.2	0.0	0.0	2.2	0.0	0.0	16	97.7	4	44
MALAGA	TUI AIRWAYS LTD	S	15	0	0	0.0	13.3	33.3	33.3	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	64.7	14	17
<b>TOTAL MALAGA</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>30.1</b>	<b>41.1</b>	<b>11.0</b>	<b>4.9</b>	<b>4.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.4</b>	<b>10</b>	<b>167</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	18	0	0	16.7	22.2	33.3	0.0	16.7	0.0	11.1	0.0	0.0	0.0	0.0	26	81.3	10	16
<b>TOTAL MURCIA SAN JAVIER</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>22.2</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</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>81.3</b>	<b>10</b>	<b>16</b>
PALMA DE MALLORCA	AIR EUROPA	S	0	0	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
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	0.0	17.7	51.6	12.9	6.5	8.1	1.6	1.6	0.0	0.0	0.0	22	66.7	26	72
PALMA DE MALLORCA	JET2.COM LTD	S	68	0	0	11.8	22.1	52.9	4.4	4.4	1.5	2.9	0.0	0.0	0.0	0.0	11	86.4	12	66
PALMA DE MALLORCA	RYANAIR	S	62	0	0	0.0	21.0	51.6	17.7	8.1	1.6	0.0	0.0	0.0	0.0	0.0	12	85.5	11	62
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	30	0	0	0.0	10.0	40.0	16.7	13.3	6.7	6.7	6.7	0.0	0.0	0.0	42	90.5	6	42
PALMA DE MALLORCA	TUI AIRWAYS LTD	S	29	0	0	0.0	6.9	48.3	20.7	13.8	6.9	3.4	0.0	0.0	0.0	0.0	26	75.0	11	36
<b>TOTAL PALMA DE MALLORCA</b>			<b>251</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>17.5</b>	<b>50.2</b>	<b>13.1</b>	<b>8.0</b>	<b>4.4</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>80.1</b>	<b>14</b>	<b>281</b>
REUS	JET2.COM LTD	S	18	0	0	11.1	16.7	38.9	16.7	11.1	0.0	5.6	0.0	0.0	0.0	0.0	17	100.0	6	12
REUS	THOMAS COOK AIRLINES 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	77.8	18	18
REUS	TUI AIRWAYS LTD	S	23	0	0	0.0	21.7	39.1	13.0	17.4	0.0	4.3	4.3	0.0	0.0	0.0	28	78.3	9	23
<b>TOTAL REUS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>20.4</b>	<b>38.8</b>	<b>18.4</b>	<b>12.2</b>	<b>0.0</b>	<b>4.1</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>83.0</b>	<b>11</b>	<b>53</b>
<b>TOTAL SPAIN</b>			<b>903</b>	<b>0</b>	<b>4</b>	<b>5.8</b>	<b>23.6</b>	<b>42.3</b>	<b>12.0</b>	<b>7.8</b>	<b>4.9</b>	<b>2.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>82.6</b>	<b>12</b>	<b>988</b>
<b>SPAIN(CANARY ISLANDS)</b>																				
ARRECIFE	JET2.COM LTD	S	26	0	0	7.7	23.1	38.5	7.7	11.5	3.8	3.8	3.8	0.0	0.0	0.0	24	84.6	10	26
ARRECIFE	RYANAIR	S	18	0	0	16.7	22.2	38.9	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	94.4	3	18
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	22.2	0.0	50.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	5	20
ARRECIFE	TUI AIRWAYS LTD	S	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	93.8	2	16
<b>TOTAL ARRECIFE</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>12.7</b>	<b>15.5</b>	<b>46.5</b>	<b>14.1</b>	<b>7.0</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>90.0</b>	<b>6</b>	<b>80</b>
FUERTEVENTURA	JET2.COM LTD	S	18	0	0	33.3	27.8	22.2	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	18
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	14	0	0	0.0	42.9	50.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	85.7	8	14
<b>TOTAL FUERTEVENTURA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>34.4</b>	<b>34.4</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>93.8</b>	<b>4</b>	<b>32</b>
LAS PALMAS	JET2.COM LTD	S	18	0	0	22.2	27.8	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	7	18
LAS PALMAS	THOMAS COOK AIRLINES LTD	S	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	7	8
LAS PALMAS	TUI AIRWAYS LTD	S	8	0	0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	7	10

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 LAS PALMAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>23.5</b>	<b>50.0</b>	<b>14.7</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>86.1</b>	<b>7</b>	<b>36</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	34	0	0	11.8	23.5	35.3	8.8	5.9	11.8	2.9	0.0	0.0	0.0	0.0	20	89.2	5	37	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	26	0	0	3.8	23.1	57.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.5	4	26	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	5.6	5.6	61.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	4	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	S	27	0	0	0.0	3.7	48.1	14.8	18.5	14.8	0.0	0.0	0.0	0.0	0.0	27	88.5	6	26	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>15.2</b>	<b>48.6</b>	<b>15.2</b>	<b>6.7</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>17</b>	<b>88.8</b>	<b>5</b>	<b>107</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>10.3</b>	<b>19.0</b>	<b>46.3</b>	<b>13.6</b>	<b>5.8</b>	<b>3.7</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>89.4</b>	<b>5</b>	<b>255</b>	
STOCKHOLM (ARLANDA)	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	5	1	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
<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>100.0</b>	<b>5</b>	<b>1</b>	
<b>SWITZERLAND</b>																					
GENEVA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	0.0	25.0	43.8	6.3	12.5	0.0	0.0	12.5	0.0	0.0	0.0	39	56.3	31	16	
<b>TOTAL GENEVA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</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>39</b>	<b>56.3</b>	<b>31</b>	<b>16</b>	
<b>TOTAL SWITZERLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>43.8</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>39</b>	<b>56.3</b>	<b>31</b>	<b>16</b>	
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	9	0	0	11.1	33.3	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL TUNISIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>33.3</b>	<b>22.2</b>	<b>22.2</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>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TURKEY</b>																					
ANTALYA	FREEBIRD AIRLINES	S	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
ANTALYA	JET2.COM LTD	S	19	0	0	0.0	42.1	21.1	26.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	12	87.5	7	8	
ANTALYA	THOMAS COOK AIRLINES LTD	S	33	0	0	18.2	12.1	30.3	9.1	21.2	6.1	3.0	0.0	0.0	0.0	0.0	21	87.5	5	16	
<b>TOTAL ANTALYA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>21.8</b>	<b>27.3</b>	<b>16.4</b>	<b>16.4</b>	<b>5.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>87.5</b>	<b>6</b>	<b>24</b>	
BODRUM (MILAS)	JET2.COM LTD	S	9	0	0	11.1	33.3	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
BODRUM (MILAS)	THOMAS COOK AIRLINES LTD	S	8	0	0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>11.8</b>	<b>29.4</b>	<b>35.3</b>	<b>11.8</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
DALAMAN	FREEBIRD 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	15	0.0	0	0	
DALAMAN	JET2.COM LTD	S	19	0	0	10.5	21.1	36.8	10.5	15.8	5.3	0.0	0.0	0.0	0.0	0.0	14	90.0	7	10	
DALAMAN	THOMAS COOK AIRLINES LTD	S	52	0	1	5.7	22.6	26.4	20.8	13.2	3.8	5.7	0.0	0.0	0.0	1.9	23	93.9	5	33	
DALAMAN	TUI AIRWAYS LTD	S	15	0	0	0.0	0.0	93.3	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	17	42.9	17	7	
<b>TOTAL DALAMAN</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>5.7</b>	<b>18.2</b>	<b>40.9</b>	<b>14.8</b>	<b>11.4</b>	<b>3.4</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>20</b>	<b>86.0</b>	<b>7</b>	<b>50</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 TURKEY</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>8.1</b>	<b>20.6</b>	<b>35.6</b>	<b>15.0</b>	<b>12.5</b>	<b>4.4</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>19</b>	<b>86.5</b>	<b>7</b>	<b>74</b>	
<b>UNITED ARAB EMIRATES</b>																					
DUBAI	EMIRATES	S	62	0	0	17.7	30.6	32.3	17.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	7	90.2	6	61	
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>30.6</b>	<b>32.3</b>	<b>17.7</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>0.0</b>	<b>7</b>	<b>90.2</b>	<b>6</b>	<b>61</b>	
<b>TOTAL UNITED ARAB UNITED KINGDOM</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>30.6</b>	<b>32.3</b>	<b>17.7</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>0.0</b>	<b>7</b>	<b>90.2</b>	<b>6</b>	<b>61</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	72.5	16	138	
ABERDEEN	FLYBE LTD	S	129	0	16	9.0	20.7	32.4	12.4	3.4	8.3	2.1	0.7	0.0	0.0	11.0	19	0.0	0	0	
<b>TOTAL ABERDEEN</b>			<b>129</b>	<b>0</b>	<b>16</b>	<b>9.0</b>	<b>20.7</b>	<b>32.4</b>	<b>12.4</b>	<b>3.4</b>	<b>8.3</b>	<b>2.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>11.0</b>	<b>19</b>	<b>72.5</b>	<b>16</b>	<b>138</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	59	0	1	26.7	10.0	36.7	11.7	5.0	5.0	1.7	1.7	0.0	0.0	1.7	19	0.0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>26.7</b>	<b>10.0</b>	<b>36.7</b>	<b>11.7</b>	<b>5.0</b>	<b>5.0</b>	<b>1.7</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.7</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	166	0	0	1.2	39.8	28.9	9.6	12.7	4.8	3.0	0.0	0.0	0.0	0.0	17	70.7	26	174	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>39.8</b>	<b>28.9</b>	<b>9.6</b>	<b>12.7</b>	<b>4.8</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>70.7</b>	<b>26</b>	<b>174</b>	
BIRMINGHAM	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	1	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>1</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	116	0	0	1.7	36.2	31.9	9.5	15.5	1.7	3.4	0.0	0.0	0.0	0.0	18	65.6	21	96	
<b>TOTAL BRISTOL</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>36.2</b>	<b>31.9</b>	<b>9.5</b>	<b>15.5</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>65.6</b>	<b>21</b>	<b>96</b>	
CARDIFF WALES	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	8	2	
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	82.9	7	82	
CARDIFF WALES	FLYBE LTD	S	76	0	14	12.2	16.7	32.2	7.8	7.8	4.4	2.2	1.1	0.0	0.0	15.6	20	0.0	0	0	
<b>TOTAL CARDIFF WALES</b>			<b>76</b>	<b>0</b>	<b>14</b>	<b>12.2</b>	<b>16.7</b>	<b>32.2</b>	<b>7.8</b>	<b>7.8</b>	<b>4.4</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>15.6</b>	<b>20</b>	<b>83.3</b>	<b>7</b>	<b>84</b>	
EXETER	EASTERN AIRWAYS	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	
EXETER	FLYBE LTD	S	62	0	0	0.0	40.3	33.9	11.3	6.5	4.8	0.0	3.2	0.0	0.0	0.0	18	71.0	14	62	
<b>TOTAL EXETER</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>40.6</b>	<b>32.8</b>	<b>10.9</b>	<b>6.3</b>	<b>4.7</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>71.0</b>	<b>14</b>	<b>62</b>	
FARNBOROUGH	BMI REGIONAL	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 FARNBOROUGH</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>	
GATWICK	BMI REGIONAL	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 GATWICK</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>	
HEATHROW	BRITISH AIRWAYS PLC	S	336	0	6	2.6	49.7	32.5	7.6	2.6	2.6	0.3	0.3	0.0	0.0	1.8	8	87.3	8	314	
<b>TOTAL HEATHROW</b>			<b>336</b>	<b>0</b>	<b>6</b>	<b>2.6</b>	<b>49.7</b>	<b>32.5</b>	<b>7.6</b>	<b>2.6</b>	<b>2.6</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>8</b>	<b>87.3</b>	<b>8</b>	<b>314</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	76.1	15	46	
<b>TOTAL ISLE OF MAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>76.1</b>	<b>15</b>	<b>46</b>	
JERSEY	EASYJET AIRLINE COMPANY LTD	S	32	0	0	9.4	37.5	25.0	9.4	6.3	12.5	0.0	0.0	0.0	0.0	0.0	16	84.6	10	26	
<b>TOTAL JERSEY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>37.5</b>	<b>25.0</b>	<b>9.4</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>16</b>	<b>84.6</b>	<b>10</b>	<b>26</b>	

Reporting Airport: NEWCASTLE (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
LUTON	EASTERN AIRWAYS	C	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL LUTON</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>7</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
NEWQUAY	FLYBE 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	100.0	2	2
<b>TOTAL NEWQUAY</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>8</b>	<b>100.0</b>	<b>2</b>	<b>2</b>
NORWICH	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	12	0.0	17	1
<b>TOTAL NORWICH</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>17</b>	<b>1</b>
SOUTHAMPTON	FLYBE LTD	S	160	0	2	5.6	48.1	25.9	6.2	8.0	2.5	2.5	0.0	0.0	0.0	1.2	12	89.7	5	214
<b>TOTAL SOUTHAMPTON</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>48.1</b>	<b>25.9</b>	<b>6.2</b>	<b>8.0</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>89.7</b>	<b>5</b>	<b>214</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1149</b>	<b>0</b>	<b>39</b>	<b>5.6</b>	<b>37.8</b>	<b>31.2</b>	<b>8.9</b>	<b>6.9</b>	<b>4.1</b>	<b>1.7</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>14</b>	<b>79.9</b>	<b>13</b>	<b>1157</b>
<b>USA</b>																				
SANFORD	TUI AIRWAYS LTD	S	12	0	0	8.3	25.0	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	14	16.7	27	12
<b>TOTAL SANFORD</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>41.7</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>16.7</b>	<b>27</b>	<b>12</b>
<b>TOTAL USA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>8.3</b>	<b>25.0</b>	<b>41.7</b>	<b>16.7</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>16.7</b>	<b>27</b>	<b>12</b>
<b>TOTAL NEWCASTLE</b>			<b>4085</b>	<b>3</b>	<b>58</b>	<b>6.5</b>	<b>29.9</b>	<b>37.7</b>	<b>11.0</b>	<b>7.3</b>	<b>3.9</b>	<b>1.5</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>1.4</b>	<b>16</b>	<b>83.0</b>	<b>11</b>	<b>4244</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>FRANCE</b>																					
AVIGNON	FLYBE 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	39	75.0	8	4	
<b>TOTAL AVIGNON</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>39</b>	<b>75.0</b>	<b>8</b>	<b>4</b>	
BASTIA	FLYBE 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	75.0	6	4	
<b>TOTAL BASTIA</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>75.0</b>	<b>6</b>	<b>4</b>	
BERGERAC	FLYBE LTD	S	62	0	0	14.5	51.6	22.6	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.6	6	64	
<b>TOTAL BERGERAC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>51.6</b>	<b>22.6</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>0.0</b>	<b>3</b>	<b>90.6</b>	<b>6</b>	<b>64</b>	
BIARRITZ	FLYBE LTD	S	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	135	2	
<b>TOTAL BIARRITZ</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>32</b>	<b>0.0</b>	<b>135</b>	<b>2</b>	
BORDEAUX	FLYBE LTD	S	28	0	0	7.1	53.6	39.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	74.4	18	39	
<b>TOTAL BORDEAUX</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>53.6</b>	<b>39.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>74.4</b>	<b>18</b>	<b>39</b>	
BREST	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	2	
<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>5</b>	<b>2</b>	
LA ROCHELLE	FLYBE LTD	S	28	0	1	0.0	31.0	34.5	6.9	24.1	0.0	0.0	0.0	0.0	0.0	3.4	14	86.1	7	36	
<b>TOTAL LA ROCHELLE</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>31.0</b>	<b>34.5</b>	<b>6.9</b>	<b>24.1</b>	<b>0.0</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>86.1</b>	<b>7</b>	<b>36</b>	
LIMOGES	FLYBE LTD	S	28	0	0	14.3	17.9	32.1	0.0	25.0	10.7	0.0	0.0	0.0	0.0	0.0	22	95.0	2	40	
<b>TOTAL LIMOGES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>17.9</b>	<b>32.1</b>	<b>0.0</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>22</b>	<b>95.0</b>	<b>2</b>	<b>40</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	85.7	7	35	
<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>85.7</b>	<b>7</b>	<b>35</b>	
NANTES	FLYBE LTD	S	34	0	0	0.0	38.2	47.1	2.9	8.8	2.9	0.0	0.0	0.0	0.0	0.0	9	86.8	14	38	
<b>TOTAL NANTES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>38.2</b>	<b>47.1</b>	<b>2.9</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>9</b>	<b>86.8</b>	<b>14</b>	<b>38</b>	
PARIS (CHARLES DE GAULLE)	FLYBE LTD	S	108	0	1	0.9	34.9	45.9	7.3	3.7	6.4	0.0	0.0	0.0	0.0	0.9	10	88.0	8	108	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>108</b>	<b>0</b>	<b>1</b>	<b>0.9</b>	<b>34.9</b>	<b>45.9</b>	<b>7.3</b>	<b>3.7</b>	<b>6.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>10</b>	<b>88.0</b>	<b>8</b>	<b>108</b>	
PERPIGNAN	FLYBE 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	19	50.0	9	2	
<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>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>19</b>	<b>50.0</b>	<b>9</b>	<b>2</b>	
RENNES	FLYBE LTD	S	28	0	0	0.0	25.0	39.3	14.3	7.1	7.1	7.1	0.0	0.0	0.0	0.0	28	82.1	28	28	
<b>TOTAL RENNES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>39.3</b>	<b>14.3</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>28</b>	<b>82.1</b>	<b>28</b>	<b>28</b>	
TOULON / HYERES	FLYBE 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	37	33.3	56	6	
<b>TOTAL TOULON / HYERES</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>37</b>	<b>33.3</b>	<b>56</b>	<b>6</b>	
<b>TOTAL FRANCE</b>			<b>326</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>36.3</b>	<b>37.2</b>	<b>7.9</b>	<b>8.5</b>	<b>4.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>11</b>	<b>85.3</b>	<b>11</b>	<b>408</b>	
<b>GERMANY</b>																					
DUSSELDORF	FLYBE LTD	S	50	0	4	11.1	27.8	27.8	18.5	7.4	0.0	0.0	0.0	0.0	0.0	7.4	8	72.2	13	54	
<b>TOTAL DUSSELDORF</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>11.1</b>	<b>27.8</b>	<b>27.8</b>	<b>18.5</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>8</b>	<b>72.2</b>	<b>13</b>	<b>54</b>	
MOENCHENGLADBACH	BLUE ISLANDS LIMITED	S	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
<b>TOTAL MOENCHENGLADBACH</b>			<b>0</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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													
MUNICH	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	79.0	13	100	
<b>TOTAL MUNICH</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>79.0</b>	<b>13</b>	<b>100</b>	
<b>TOTAL GERMANY</b>			<b>50</b>	<b>0</b>	<b>5</b>	<b>10.9</b>	<b>27.3</b>	<b>27.3</b>	<b>18.2</b>	<b>7.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>8</b>	<b>76.6</b>	<b>13</b>	<b>154</b>	
<b>IRISH REPUBLIC</b>																				
CORK	AER LINGUS	S	44	0	0	0.0	25.0	47.7	6.8	20.5	0.0	0.0	0.0	0.0	0.0	14	82.6	8	46	
<b>TOTAL CORK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>47.7</b>	<b>6.8</b>	<b>20.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>82.6</b>	<b>8</b>	<b>46</b>	
DUBLIN	FLYBE LTD	S	230	0	2	3.0	19.0	47.8	15.1	8.6	4.3	0.4	0.9	0.0	0.0	9	86.4	7	184	
<b>TOTAL DUBLIN</b>			<b>230</b>	<b>0</b>	<b>2</b>	<b>3.0</b>	<b>19.0</b>	<b>47.8</b>	<b>15.1</b>	<b>8.6</b>	<b>4.3</b>	<b>0.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>86.4</b>	<b>7</b>	<b>184</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>274</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>19.9</b>	<b>47.8</b>	<b>13.8</b>	<b>10.5</b>	<b>3.6</b>	<b>0.4</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.7</b>	<b>7</b>	<b>230</b>	
<b>ITALY</b>																				
VERONA VILLAFRANCA	FLYBE LTD	S	18	0	0	5.6	33.3	38.9	5.6	16.7	0.0	0.0	0.0	0.0	0.0	10	82.4	13	17	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>38.9</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>10</b>	<b>82.4</b>	<b>13</b>	<b>17</b>	
<b>TOTAL ITALY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>33.3</b>	<b>38.9</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>10</b>	<b>82.4</b>	<b>13</b>	<b>17</b>	
<b>NETHERLANDS</b>																				
AMSTERDAM	FLYBE LTD	S	197	0	2	0.0	30.2	48.2	11.1	6.5	2.5	0.0	0.5	0.0	0.0	11	88.5	7	243	
AMSTERDAM	KLM CITYHOPPER	S	106	0	2	0.9	38.0	46.3	9.3	1.9	0.0	0.9	0.9	0.0	0.0	9	84.3	8	108	
<b>TOTAL AMSTERDAM</b>			<b>303</b>	<b>0</b>	<b>4</b>	<b>0.3</b>	<b>32.9</b>	<b>47.6</b>	<b>10.4</b>	<b>4.9</b>	<b>1.6</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.2</b>	<b>7</b>	<b>351</b>	
<b>TOTAL NETHERLANDS</b>			<b>303</b>	<b>0</b>	<b>4</b>	<b>0.3</b>	<b>32.9</b>	<b>47.6</b>	<b>10.4</b>	<b>4.9</b>	<b>1.6</b>	<b>0.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>87.2</b>	<b>7</b>	<b>351</b>	
<b>PORTUGAL(EXCLUDING FARO)</b>																				
FARO	FLYBE LTD	S	26	0	0	0.0	3.8	69.2	26.9	0.0	0.0	0.0	0.0	0.0	0.0	11	61.1	17	18	
<b>TOTAL FARO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>69.2</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>11</b>	<b>61.1</b>	<b>17</b>	<b>18</b>	
<b>TOTAL PORTUGAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>69.2</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>11</b>	<b>61.1</b>	<b>17</b>	<b>18</b>	
<b>SPAIN</b>																				
ALICANTE	FLYBE LTD	S	38	0	0	0.0	21.1	60.5	7.9	0.0	2.6	2.6	5.3	0.0	0.0	21	45.8	18	24	
<b>TOTAL ALICANTE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>21.1</b>	<b>60.5</b>	<b>7.9</b>	<b>0.0</b>	<b>2.6</b>	<b>2.6</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>45.8</b>	<b>18</b>	<b>24</b>	
IBIZA	VOLOTEA	S	3	0	0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	15	2	
<b>TOTAL IBIZA</b>			<b>3</b>	<b>0</b>	<b>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>0.0</b>	<b>7</b>	<b>50.0</b>	<b>15</b>	<b>2</b>	
MAHON	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	30	0.0	0	0	
<b>TOTAL MAHON</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>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MALAGA	FLYBE LTD	S	34	0	0	2.9	17.6	70.6	2.9	0.0	5.9	0.0	0.0	0.0	0.0	10	82.1	8	28	
<b>TOTAL MALAGA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>2.9</b>	<b>17.6</b>	<b>70.6</b>	<b>2.9</b>	<b>0.0</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>82.1</b>	<b>8</b>	<b>28</b>	
PALMA DE MALLORCA	FLYBE LTD	S	20	0	0	0.0	15.0	55.0	15.0	5.0	10.0	0.0	0.0	0.0	0.0	21	100.0	1	10	
PALMA DE MALLORCA	VOLOTEA	S	4	0	2	0.0	0.0	16.7	16.7	16.7	0.0	0.0	16.7	0.0	0.0	33.3	92	46	10	
<b>TOTAL PALMA DE MALLORCA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>11.5</b>	<b>46.2</b>	<b>15.4</b>	<b>7.7</b>	<b>7.7</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>33</b>	<b>70.0</b>	<b>23</b>	<b>20</b>
<b>TOTAL SPAIN</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>2.0</b>	<b>16.7</b>	<b>58.8</b>	<b>9.8</b>	<b>2.0</b>	<b>4.9</b>	<b>1.0</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.2</b>	<b>15</b>	<b>74</b>	



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>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	68.7	21	115	
ABERDEEN	FLYBE LTD	S	87	0	9	16.7	37.5	19.8	5.2	5.2	4.2	1.0	1.0	0.0	0.0	9.4	13	100.0	2	4	
<b>TOTAL ABERDEEN</b>			<b>87</b>	<b>0</b>	<b>9</b>	<b>16.7</b>	<b>37.5</b>	<b>19.8</b>	<b>5.2</b>	<b>5.2</b>	<b>4.2</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.4</b>	<b>13</b>	<b>69.7</b>	<b>20</b>	<b>119</b>	
ALDERNEY	AURIGNY AIR SERVICES	S	178	0	33	9.5	38.4	13.3	3.8	6.6	5.7	2.8	3.3	0.9	0.0	15.6	29	73.4	23	203	
<b>TOTAL ALDERNEY</b>			<b>178</b>	<b>0</b>	<b>33</b>	<b>9.5</b>	<b>38.4</b>	<b>13.3</b>	<b>3.8</b>	<b>6.6</b>	<b>5.7</b>	<b>2.8</b>	<b>3.3</b>	<b>0.9</b>	<b>0.0</b>	<b>15.6</b>	<b>29</b>	<b>73.4</b>	<b>23</b>	<b>203</b>	
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	180	0	0	0.6	42.8	47.8	1.7	1.7	5.6	0.0	0.0	0.0	0.0	0.0	8	93.3	5	178	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>0.6</b>	<b>42.8</b>	<b>47.8</b>	<b>1.7</b>	<b>1.7</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>8</b>	<b>93.3</b>	<b>5</b>	<b>178</b>	
CARDIFF WALES	PROAIR AVIATION	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 CARDIFF WALES</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>	
DURHAM TEES VALLEY	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	50.0	25	2	
<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>50.0</b>	<b>25</b>	<b>2</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	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	FLYBE LTD	S	227	0	1	0.0	36.8	47.4	8.3	3.1	2.6	1.3	0.0	0.0	0.0	0.4	10	82.5	8	338	
<b>TOTAL EDINBURGH</b>			<b>227</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>36.8</b>	<b>47.4</b>	<b>8.3</b>	<b>3.1</b>	<b>2.6</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>10</b>	<b>82.5</b>	<b>8</b>	<b>338</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	100.0	6	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>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>2</b>	
GLASGOW	FLYBE LTD	S	252	0	0	3.6	41.3	34.5	10.3	6.0	4.4	0.0	0.0	0.0	0.0	0.0	10	86.6	8	328	
<b>TOTAL GLASGOW</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>41.3</b>	<b>34.5</b>	<b>10.3</b>	<b>6.0</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>86.6</b>	<b>8</b>	<b>328</b>	
GUERNSEY	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	0.0	37	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	84.1	14	251	
GUERNSEY	FLYBE LTD	S	254	0	3	6.2	52.9	30.0	3.1	4.7	0.8	1.2	0.0	0.0	0.0	1.2	6	0.0	0	0	
<b>TOTAL GUERNSEY</b>			<b>254</b>	<b>0</b>	<b>3</b>	<b>6.2</b>	<b>52.9</b>	<b>30.0</b>	<b>3.1</b>	<b>4.7</b>	<b>0.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>6</b>	<b>83.7</b>	<b>14</b>	<b>252</b>	
JERSEY	BLUE ISLANDS LIMITED	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1	
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	86.5	8	178	
JERSEY	FLYBE LTD	S	296	0	3	2.0	45.2	35.8	7.0	5.0	2.0	2.0	0.0	0.0	0.0	1.0	10	86.9	6	130	
<b>TOTAL JERSEY</b>			<b>297</b>	<b>0</b>	<b>3</b>	<b>2.0</b>	<b>45.3</b>	<b>35.7</b>	<b>7.0</b>	<b>5.0</b>	<b>2.0</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>10</b>	<b>86.7</b>	<b>7</b>	<b>309</b>	
LEEDS BRADFORD	EASTERN AIRWAYS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.5	17	40	
LEEDS BRADFORD	FLYBE LTD	S	61	0	27	9.1	42.0	9.1	5.7	2.3	1.1	0.0	0.0	0.0	0.0	30.7	6	0.0	0	0	
<b>TOTAL LEEDS BRADFORD</b>			<b>61</b>	<b>0</b>	<b>27</b>	<b>9.1</b>	<b>42.0</b>	<b>9.1</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>0.0</b>	<b>30.7</b>	<b>6</b>	<b>62.5</b>	<b>17</b>	<b>40</b>	
LIVERPOOL (JOHN LENNON)	JOTA AVIATION 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	
LIVERPOOL (JOHN LENNON)	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	14	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: SOUTHAMPTON (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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>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>14</b>	<b>2</b>	
MANCHESTER	AERO4M	C	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
MANCHESTER	AERO4M	S	0	0	0	0.0	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	
MANCHESTER	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	38	1	
MANCHESTER	FLYBE LTD	S	368	0	4	4.3	43.0	33.9	6.5	4.8	6.2	0.3	0.0	0.0	0.0	1.1	11	88.8	7	276	
MANCHESTER	MALETH AERO	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 MANCHESTER</b>			<b>370</b>	<b>0</b>	<b>4</b>	<b>4.3</b>	<b>43.3</b>	<b>33.7</b>	<b>6.4</b>	<b>4.8</b>	<b>6.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>87.8</b>	<b>7</b>	<b>279</b>	
NEWCASTLE	FLYBE LTD	S	160	0	2	2.5	42.0	35.8	5.6	9.3	1.2	2.5	0.0	0.0	0.0	1.2	12	91.1	4	214	
<b>TOTAL NEWCASTLE</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>2.5</b>	<b>42.0</b>	<b>35.8</b>	<b>5.6</b>	<b>9.3</b>	<b>1.2</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>91.1</b>	<b>4</b>	<b>214</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2068</b>	<b>0</b>	<b>82</b>	<b>4.5</b>	<b>42.9</b>	<b>32.7</b>	<b>6.0</b>	<b>4.9</b>	<b>3.6</b>	<b>1.1</b>	<b>0.4</b>	<b>0.1</b>	<b>0.0</b>	<b>3.8</b>	<b>11</b>	<b>84.3</b>	<b>10</b>	<b>2268</b>	
<b>Unknown</b>																					
Unknown	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	43	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>0.0</b>	<b>43</b>	<b>1</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>0.0</b>	<b>43</b>	<b>1</b>	
<b>TOTAL SOUTHAMPTON</b>			<b>3165</b>	<b>0</b>	<b>97</b>	<b>4.0</b>	<b>37.9</b>	<b>36.9</b>	<b>7.7</b>	<b>5.7</b>	<b>3.4</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>3.0</b>	<b>12</b>	<b>83.9</b>	<b>10</b>	<b>3521</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	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	
VIENNA	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	78.9	12	19	
VIENNA	STOBART AIR	S	20	0	0	0.0	60.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
<b>TOTAL VIENNA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</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>0.0</b>	<b>4</b>	<b>80.0</b>	<b>12</b>	<b>20</b>	
<b>TOTAL AUSTRIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>60.0</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>0.0</b>	<b>4</b>	<b>80.0</b>	<b>12</b>	<b>20</b>	
<b>BELGIUM</b>																					
ANTWERP	STOBART AIR	S	34	0	0	0.0	26.5	44.1	14.7	8.8	5.9	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
<b>TOTAL ANTWERP</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>44.1</b>	<b>14.7</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.5</b>	<b>44.1</b>	<b>14.7</b>	<b>8.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>CROATIA</b>																					
DUBROVNIK	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	40.0	18	8	
DUBROVNIK	STOBART AIR	S	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
<b>TOTAL DUBROVNIK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>40.0</b>	<b>18</b>	<b>8</b>	
ZADAR	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	75.0	9	4	
ZADAR	STOBART AIR	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	33	0.0	0	0	
<b>TOTAL ZADAR</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>33</b>	<b>75.0</b>	<b>9</b>	<b>4</b>	
<b>TOTAL CROATIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>16.7</b>	<b>33.3</b>	<b>0.0</b>	<b>16.7</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>50.0</b>	<b>15</b>	<b>12</b>	
<b>CZECH REPUBLIC</b>																					
PRAGUE	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	79.4	21	34	
PRAGUE	STOBART AIR	S	62	0	0	6.5	21.0	43.5	1.6	14.5	6.5	1.6	3.2	1.6	0.0	0.0	48	0.0	0	0	
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>21.0</b>	<b>43.5</b>	<b>1.6</b>	<b>14.5</b>	<b>6.5</b>	<b>1.6</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>79.4</b>	<b>21</b>	<b>34</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>21.0</b>	<b>43.5</b>	<b>1.6</b>	<b>14.5</b>	<b>6.5</b>	<b>1.6</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>79.4</b>	<b>21</b>	<b>34</b>	
<b>FRANCE</b>																					
CAEN	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	
CAEN	STOBART AIR	S	36	0	0	2.8	41.7	25.0	8.3	5.6	2.8	13.9	0.0	0.0	0.0	0.0	30	88.4	4	42	
<b>TOTAL CAEN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>41.7</b>	<b>25.0</b>	<b>8.3</b>	<b>5.6</b>	<b>2.8</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>88.6</b>	<b>4</b>	<b>43</b>	
CHATEAUROUX DEOLS	SKYTAXI	S	16	0	0	18.8	25.0	31.3	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0	
<b>TOTAL CHATEAUROUX DEOLS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>18.8</b>	<b>25.0</b>	<b>31.3</b>	<b>6.3</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</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	72.2	11	36	
LYON	STOBART AIR	S	24	0	2	3.8	15.4	34.6	23.1	7.7	7.7	0.0	0.0	0.0	0.0	7.7	21	0.0	0	0	
<b>TOTAL LYON</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>15.4</b>	<b>34.6</b>	<b>23.1</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>21</b>	<b>72.2</b>	<b>11</b>	<b>36</b>	
NICE	BA CITYFLYER LTD	S	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
<b>TOTAL NICE</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>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	5.9	41.2	26.5	17.6	8.8	0.0	0.0	0.0	0.0	0.0	0.0	9	82.9	10	35	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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
PARIS (CHARLES DE GAULLE)	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	100.0	0	1
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>41.2</b>	<b>26.5</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>0.0</b>	<b>9</b>	<b>83.3</b>	<b>9</b>	<b>36</b>
PERPIGNAN	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	33	4
<b>TOTAL PERPIGNAN</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>50.0</b>	<b>33</b>	<b>4</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	62	0.0	0	0
RENNES	STOBART AIR	S	61	0	0	3.3	44.3	29.5	8.2	8.2	6.6	0.0	0.0	0.0	0.0	0.0	14	91.5	6	106
<b>TOTAL RENNES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>43.5</b>	<b>29.0</b>	<b>8.1</b>	<b>8.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>91.5</b>	<b>6</b>	<b>106</b>
<b>TOTAL FRANCE</b>			<b>173</b>	<b>0</b>	<b>2</b>	<b>5.1</b>	<b>37.1</b>	<b>28.6</b>	<b>12.0</b>	<b>7.4</b>	<b>5.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>85.8</b>	<b>7</b>	<b>225</b>
<b>GERMANY</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	76.9	10	52
COLOGNE BONN	STOBART AIR	S	39	0	1	2.5	12.5	37.5	12.5	22.5	5.0	2.5	0.0	2.5	0.0	2.5	63	0.0	187	2
<b>TOTAL COLOGNE BONN</b>			<b>39</b>	<b>0</b>	<b>1</b>	<b>2.5</b>	<b>12.5</b>	<b>37.5</b>	<b>12.5</b>	<b>22.5</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>2.5</b>	<b>63</b>	<b>74.1</b>	<b>17</b>	<b>54</b>
FRANKFURT MAIN	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	5	0.0	0	0
<b>TOTAL FRANKFURT MAIN</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 GERMANY</b>			<b>40</b>	<b>0</b>	<b>1</b>	<b>2.4</b>	<b>12.2</b>	<b>39.0</b>	<b>12.2</b>	<b>22.0</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>62</b>	<b>74.1</b>	<b>17</b>	<b>54</b>
<b>HUNGARY</b>																				
BUDAPEST	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	58.3	20	24
BUDAPEST	STOBART AIR	S	28	0	0	3.6	50.0	32.1	3.6	3.6	0.0	0.0	7.1	0.0	0.0	0.0	26	0.0	0	0
<b>TOTAL BUDAPEST</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>50.0</b>	<b>32.1</b>	<b>3.6</b>	<b>3.6</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>26</b>	<b>58.3</b>	<b>20</b>	<b>24</b>
<b>TOTAL HUNGARY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>50.0</b>	<b>32.1</b>	<b>3.6</b>	<b>3.6</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>26</b>	<b>58.3</b>	<b>20</b>	<b>24</b>
<b>IRISH REPUBLIC</b>																				
DUBLIN	CITY JET	S	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	9	0.0	0	0
DUBLIN	STOBART AIR	S	149	0	1	2.0	23.3	29.3	18.7	9.3	10.0	1.3	2.0	3.3	0.0	0.7	76	0.0	0	0
<b>TOTAL DUBLIN</b>			<b>152</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>22.9</b>	<b>30.7</b>	<b>18.3</b>	<b>9.2</b>	<b>9.8</b>	<b>1.3</b>	<b>2.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.7</b>	<b>74</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>152</b>	<b>0</b>	<b>1</b>	<b>2.0</b>	<b>22.9</b>	<b>30.7</b>	<b>18.3</b>	<b>9.2</b>	<b>9.8</b>	<b>1.3</b>	<b>2.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.7</b>	<b>74</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>																				
CAGLIARI (ELMAS)	AIR MALTA	S	16	0	0	0.0	31.3	56.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>31.3</b>	<b>56.3</b>	<b>6.3</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CATANIA (FONTANAROSSA)	AIR MALTA	S	16	0	0	0.0	25.0	31.3	6.3	6.3	6.3	12.5	12.5	0.0	0.0	0.0	54	0.0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</b>	<b>6.3</b>	<b>6.3</b>	<b>6.3</b>	<b>12.5</b>	<b>12.5</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>
MILAN (LINATE)	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	5	0.0	0	0
<b>TOTAL MILAN (LINATE)</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>
MILAN (MALPENSA)	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	73.3	11	45

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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
MILAN (MALPENSA)	STOBART AIR	S	7	0	4	0.0	0.0	18.2	9.1	0.0	36.4	0.0	0.0	0.0	0.0	36.4	55	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>7</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>0.0</b>	<b>18.2</b>	<b>9.1</b>	<b>0.0</b>	<b>36.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36.4</b>	<b>55</b>	<b>73.3</b>	<b>11</b>	<b>45</b>
VENICE	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	17	13
<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>50.0</b>	<b>17</b>	<b>13</b>
<b>TOTAL ITALY</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>20.5</b>	<b>38.6</b>	<b>6.8</b>	<b>4.5</b>	<b>11.4</b>	<b>4.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>9.1</b>	<b>34</b>	<b>67.8</b>	<b>13</b>	<b>58</b>
<b>MALTA</b>																				
MALTA	AIR MALTA	S	24	0	0	8.3	33.3	25.0	20.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
MALTA	EASYJET AIRLINE COMPANY LTD	S	17	0	1	16.7	22.2	22.2	5.6	16.7	11.1	0.0	0.0	0.0	0.0	5.6	20	0.0	0	0
<b>TOTAL MALTA</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>28.6</b>	<b>23.8</b>	<b>14.3</b>	<b>11.9</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALTA</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>11.9</b>	<b>28.6</b>	<b>23.8</b>	<b>14.3</b>	<b>11.9</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>15</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	113	0	3	0.0	48.3	25.0	5.2	8.6	6.0	3.4	0.0	0.9	0.0	2.6	31	89.8	6	128
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	3	0.0	0	0
<b>TOTAL AMSTERDAM</b>			<b>114</b>	<b>0</b>	<b>3</b>	<b>0.0</b>	<b>47.9</b>	<b>25.6</b>	<b>5.1</b>	<b>8.5</b>	<b>6.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>2.6</b>	<b>31</b>	<b>89.8</b>	<b>6</b>	<b>128</b>
GRONINGEN	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	2
GRONINGEN	STOBART AIR	S	153	1	4	3.2	43.7	27.8	8.2	6.3	5.1	2.5	0.0	0.0	0.6	2.5	14	88.6	6	70
<b>TOTAL GRONINGEN</b>			<b>153</b>	<b>1</b>	<b>4</b>	<b>3.2</b>	<b>43.7</b>	<b>27.8</b>	<b>8.2</b>	<b>6.3</b>	<b>5.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>2.5</b>	<b>14</b>	<b>88.9</b>	<b>5</b>	<b>72</b>
<b>TOTAL NETHERLANDS</b>			<b>267</b>	<b>1</b>	<b>7</b>	<b>1.8</b>	<b>45.5</b>	<b>26.9</b>	<b>6.9</b>	<b>7.3</b>	<b>5.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.4</b>	<b>0.4</b>	<b>2.5</b>	<b>21</b>	<b>89.5</b>	<b>6</b>	<b>200</b>
<b>PORTUGAL(EXCLUDING</b>																				
FARO	EASYJET AIRLINE COMPANY LTD	S	67	1	0	4.4	36.8	27.9	7.4	11.8	4.4	2.9	0.0	2.9	1.5	0.0	63	80.9	8	94
<b>TOTAL FARO</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>4.4</b>	<b>36.8</b>	<b>27.9</b>	<b>7.4</b>	<b>11.8</b>	<b>4.4</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>63</b>	<b>80.9</b>	<b>8</b>	<b>94</b>
<b>TOTAL PORTUGAL</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>4.4</b>	<b>36.8</b>	<b>27.9</b>	<b>7.4</b>	<b>11.8</b>	<b>4.4</b>	<b>2.9</b>	<b>0.0</b>	<b>2.9</b>	<b>1.5</b>	<b>0.0</b>	<b>63</b>	<b>80.9</b>	<b>8</b>	<b>94</b>
<b>SPAIN</b>																				
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	8.1	33.9	25.8	8.1	11.3	9.7	3.2	0.0	0.0	0.0	0.0	20	80.0	9	80
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>33.9</b>	<b>25.8</b>	<b>8.1</b>	<b>11.3</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>20</b>	<b>80.0</b>	<b>9</b>	<b>80</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	5.9	23.5	32.4	14.7	8.8	11.8	0.0	2.9	0.0	0.0	0.0	27	77.8	10	36
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>23.5</b>	<b>32.4</b>	<b>14.7</b>	<b>8.8</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>27</b>	<b>77.8</b>	<b>10</b>	<b>36</b>
GRANADA	BA CITYFLYER LTD	S	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL GRANADA</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>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	24	0	0	0.0	25.0	45.8	4.2	8.3	16.7	0.0	0.0	0.0	0.0	0.0	20	90.0	15	19
<b>TOTAL IBIZA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>45.8</b>	<b>4.2</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>20</b>	<b>90.0</b>	<b>15</b>	<b>19</b>
MAHON	EASYJET AIRLINE COMPANY LTD	S	16	0	0	6.3	37.5	25.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	15	12
<b>TOTAL MAHON</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>37.5</b>	<b>25.0</b>	<b>31.3</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>83.3</b>	<b>15</b>	<b>12</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: SOUTHEND (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	59	0	3	6.5	32.3	29.0	6.5	6.5	8.1	3.2	0.0	3.2	0.0	4.8	68	75.8	11	62	
MALAGA	JOTA AVIATION LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL MALAGA</b>			<b>60</b>	<b>0</b>	<b>3</b>	<b>6.3</b>	<b>31.7</b>	<b>28.6</b>	<b>7.9</b>	<b>6.3</b>	<b>7.9</b>	<b>3.2</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>4.8</b>	<b>67</b>	<b>75.8</b>	<b>11</b>	<b>62</b>	
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	17	0	1	33.3	27.8	27.8	0.0	5.6	0.0	0.0	0.0	0.0	0.0	5.6	5	87.5	4	16	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>33.3</b>	<b>27.8</b>	<b>27.8</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>5</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	58	0	0	1.7	29.3	44.8	5.2	3.4	6.9	3.4	5.2	0.0	0.0	0.0	27	55.6	19	72	
PALMA DE MALLORCA	VOLOTEA	S	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	29	0.0	142	5	
<b>TOTAL PALMA DE MALLORCA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>29.5</b>	<b>42.6</b>	<b>6.6</b>	<b>3.3</b>	<b>8.2</b>	<b>3.3</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>51.9</b>	<b>27</b>	<b>77</b>	
REUS	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	84.2	7	19	
<b>TOTAL REUS</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>84.2</b>	<b>7</b>	<b>19</b>	
<b>TOTAL SPAIN</b>			<b>275</b>	<b>0</b>	<b>4</b>	<b>7.2</b>	<b>30.1</b>	<b>32.6</b>	<b>9.0</b>	<b>6.8</b>	<b>8.6</b>	<b>2.2</b>	<b>1.4</b>	<b>0.7</b>	<b>0.0</b>	<b>1.4</b>	<b>31</b>	<b>73.6</b>	<b>14</b>	<b>321</b>	
<b>SWITZERLAND</b>																					
GENEVA	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	0.0	0	0	
<b>TOTAL GENEVA</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 SWITZERLAND</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>UNITED KINGDOM</b>																					
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	0.0	8	0.0	0	0	
<b>TOTAL EDINBURGH</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	
GLASGOW	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	7	0.0	0	0	
GLASGOW	STOBART AIR	S	85	0	7	5.4	35.9	27.2	10.9	5.4	3.3	2.2	0.0	2.2	0.0	7.6	48	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>86</b>	<b>0</b>	<b>7</b>	<b>5.4</b>	<b>35.5</b>	<b>28.0</b>	<b>10.8</b>	<b>5.4</b>	<b>3.2</b>	<b>2.2</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>7.5</b>	<b>47</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
JERSEY	BLUE ISLANDS LIMITED	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	
JERSEY	EASYJET AIRLINE COMPANY LTD	S	26	0	0	7.7	57.7	11.5	7.7	11.5	3.8	0.0	0.0	0.0	0.0	0.0	11	94.1	3	34	
<b>TOTAL JERSEY</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>55.6</b>	<b>14.8</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>0.0</b>	<b>11</b>	<b>94.1</b>	<b>3</b>	<b>34</b>	
MANCHESTER	STOBART AIR	S	153	0	7	2.5	35.6	40.0	6.9	5.0	5.6	0.0	0.0	0.0	0.0	4.4	10	0.0	0	0	
<b>TOTAL MANCHESTER</b>			<b>153</b>	<b>0</b>	<b>7</b>	<b>2.5</b>	<b>35.6</b>	<b>40.0</b>	<b>6.9</b>	<b>5.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>267</b>	<b>0</b>	<b>14</b>	<b>3.9</b>	<b>37.4</b>	<b>33.8</b>	<b>8.2</b>	<b>5.7</b>	<b>4.6</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>5.0</b>	<b>22</b>	<b>94.1</b>	<b>3</b>	<b>34</b>	
<b>TOTAL SOUTHEND</b>			<b>1473</b>	<b>2</b>	<b>34</b>	<b>4.2</b>	<b>34.1</b>	<b>31.7</b>	<b>9.5</b>	<b>8.0</b>	<b>6.4</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.1</b>	<b>2.3</b>	<b>32</b>	<b>79.7</b>	<b>11</b>	<b>1076</b>	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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>																					
LINZ	RYANAIR	S	18	0	0	0.0	11.1	38.9	27.8	16.7	5.6	0.0	0.0	0.0	0.0	21	94.7	2	18		
<b>TOTAL LINZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>38.9</b>	<b>27.8</b>	<b>16.7</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>94.7</b>	<b>2</b>	<b>18</b>		
SALZBURG	EUROWINGS LUFTVERKEHRS	S	34	0	0	11.8	20.6	29.4	11.8	8.8	8.8	5.9	2.9	0.0	0.0	31	0.0	0	0		
SALZBURG	RYANAIR	S	42	0	0	2.4	9.5	42.9	23.8	16.7	0.0	0.0	4.8	0.0	0.0	27	93.2	5	44		
<b>TOTAL SALZBURG</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>14.5</b>	<b>36.8</b>	<b>18.4</b>	<b>13.2</b>	<b>3.9</b>	<b>2.6</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>93.2</b>	<b>5</b>	<b>44</b>		
VIENNA	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	66.7	10	6			
VIENNA	EUROWINGS LUFTVERKEHRS	S	50	0	4	0.0	7.4	37.0	18.5	14.8	9.3	5.6	0.0	0.0	7.4	32	68.5	19	54		
<b>TOTAL VIENNA</b>			<b>50</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>7.4</b>	<b>37.0</b>	<b>18.5</b>	<b>14.8</b>	<b>9.3</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.4</b>	<b>32</b>	<b>68.3</b>	<b>18</b>	<b>60</b>		
<b>TOTAL AUSTRIA</b>			<b>144</b>	<b>0</b>	<b>4</b>	<b>3.4</b>	<b>11.5</b>	<b>37.2</b>	<b>19.6</b>	<b>14.2</b>	<b>6.1</b>	<b>3.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>81.3</b>	<b>11</b>	<b>122</b>		
<b>BULGARIA</b>																					
BURGAS	TUI AIRWAYS LTD	C	3	0	0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	0.0	33	0.0	0	0		
<b>TOTAL BURGAS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</b>	<b>0.0</b>	<b>33.3</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>		
PLOVDIV	RYANAIR	S	26	0	0	3.8	23.1	46.2	15.4	7.7	3.8	0.0	0.0	0.0	0.0	15	89.3	4	28		
<b>TOTAL PLOVDIV</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>46.2</b>	<b>15.4</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>15</b>	<b>89.3</b>	<b>4</b>	<b>28</b>		
SOFIA	RYANAIR	S	124	0	0	2.4	16.1	46.0	9.7	14.5	7.3	2.4	1.6	0.0	0.0	24	87.9	6	124		
<b>TOTAL SOFIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>16.1</b>	<b>46.0</b>	<b>9.7</b>	<b>14.5</b>	<b>7.3</b>	<b>2.4</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>87.9</b>	<b>6</b>	<b>124</b>		
<b>TOTAL BULGARIA</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>17.6</b>	<b>45.1</b>	<b>11.1</b>	<b>13.1</b>	<b>7.2</b>	<b>2.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>88.2</b>	<b>6</b>	<b>152</b>		
<b>CROATIA</b>																					
DUBROVNIK	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	33	1			
DUBROVNIK	EASYJET AIRLINE COMPANY LTD	S	54	0	0	1.9	24.1	48.1	9.3	9.3	1.9	5.6	0.0	0.0	0.0	21	91.3	4	46		
DUBROVNIK	JET2.COM LTD	S	34	0	2	2.8	19.4	38.9	13.9	11.1	2.8	0.0	5.6	0.0	5.6	28	75.0	11	20		
<b>TOTAL DUBROVNIK</b>			<b>88</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>22.2</b>	<b>44.4</b>	<b>11.1</b>	<b>10.0</b>	<b>2.2</b>	<b>3.3</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>85.1</b>	<b>7</b>	<b>67</b>		
PULA	JET2.COM LTD	S	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	5	18			
PULA	RYANAIR	S	18	0	0	0.0	5.6	27.8	5.6	22.2	22.2	11.1	5.6	0.0	0.0	62	72.2	8	18		
<b>TOTAL PULA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>9.1</b>	<b>36.4</b>	<b>4.5</b>	<b>18.2</b>	<b>18.2</b>	<b>9.1</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>51</b>	<b>83.3</b>	<b>7</b>	<b>36</b>		
SPLIT	EASYJET AIRLINE COMPANY LTD	S	36	0	0	8.3	27.8	30.6	5.6	8.3	5.6	8.3	0.0	0.0	0.0	42	91.2	5	34		
SPLIT	JET2.COM LTD	S	8	0	0	0.0	0.0	25.0	12.5	25.0	12.5	12.5	0.0	0.0	0.0	73	0.0	0	0		
<b>TOTAL SPLIT</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>22.7</b>	<b>29.5</b>	<b>6.8</b>	<b>11.4</b>	<b>6.8</b>	<b>6.8</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>91.2</b>	<b>5</b>	<b>34</b>		
ZADAR	RYANAIR	S	26	0	2	3.6	14.3	28.6	21.4	17.9	3.6	3.6	0.0	0.0	7.1	27	96.2	4	26		
ZADAR	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	33.3	19	3			
<b>TOTAL ZADAR</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>14.3</b>	<b>28.6</b>	<b>21.4</b>	<b>17.9</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>27</b>	<b>89.7</b>	<b>5</b>	<b>29</b>		
<b>TOTAL CROATIA</b>			<b>180</b>	<b>0</b>	<b>4</b>	<b>3.3</b>	<b>19.6</b>	<b>37.5</b>	<b>10.9</b>	<b>12.5</b>	<b>5.4</b>	<b>4.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>86.7</b>	<b>6</b>	<b>166</b>		
<b>CYPRUS</b>																					
LARNACA	COBALT	S	26	0	0	11.5	30.8	19.2	23.1	7.7	0.0	0.0	7.7	0.0	0.0	28	0.0	0	0		
LARNACA	JET2.COM LTD	S	29	0	1	0.0	10.0	36.7	16.7	16.7	3.3	0.0	6.7	6.7	0.0	3.3	119	64.3	14	14	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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		
LARNACA	THOMAS COOK AIRLINES 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	90	66.7	19	3		
LARNACA	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	71.4	14.3	0.0	14.3	0.0	0.0	0.0	0.0	23	57.1	15	7		
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	88.7	4	62		
<b>TOTAL LARNACA</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>4.7</b>	<b>17.2</b>	<b>32.8</b>	<b>18.8</b>	<b>10.9</b>	<b>4.7</b>	<b>0.0</b>	<b>6.3</b>	<b>3.1</b>	<b>0.0</b>	<b>71</b>	<b>81.4</b>	<b>7</b>	<b>86</b>		
PAPHOS	JET2.COM LTD	S	36	0	0	8.3	25.0	30.6	13.9	16.7	0.0	2.8	0.0	0.0	0.0	45	66.7	13	18		
PAPHOS	RYANAIR	S	62	0	1	22.2	14.3	22.2	11.1	14.3	11.1	1.6	1.6	0.0	1.6	23	83.9	7	62		
PAPHOS	TUI AIRWAYS LTD	C	18	0	0	0.0	11.1	50.0	16.7	16.7	5.6	0.0	0.0	0.0	0.0	17	72.2	16	18		
<b>TOTAL PAPHOS</b>			<b>116</b>	<b>0</b>	<b>1</b>	<b>14.5</b>	<b>17.1</b>	<b>29.1</b>	<b>12.8</b>	<b>15.4</b>	<b>6.8</b>	<b>1.7</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>29</b>	<b>78.6</b>	<b>10</b>	<b>98</b>		
<b>TOTAL CYPRUS</b>			<b>179</b>	<b>0</b>	<b>2</b>	<b>11.0</b>	<b>17.1</b>	<b>30.4</b>	<b>14.9</b>	<b>13.8</b>	<b>6.1</b>	<b>1.1</b>	<b>2.8</b>	<b>1.7</b>	<b>0.0</b>	<b>44</b>	<b>79.9</b>	<b>9</b>	<b>184</b>		
<b>CZECH REPUBLIC</b>																					
BRNO (TURANY)	RYANAIR	S	62	0	0	1.6	11.3	41.9	17.7	14.5	3.2	1.6	8.1	0.0	0.0	40	87.1	6	62		
<b>TOTAL BRNO (TURANY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>11.3</b>	<b>41.9</b>	<b>17.7</b>	<b>14.5</b>	<b>3.2</b>	<b>1.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>87.1</b>	<b>6</b>	<b>62</b>		
OSTRAVA	RYANAIR	S	26	0	2	3.6	7.1	28.6	25.0	14.3	7.1	3.6	3.6	0.0	0.0	36	88.5	6	26		
<b>TOTAL OSTRAVA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>7.1</b>	<b>28.6</b>	<b>25.0</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>36</b>	<b>88.5</b>	<b>6</b>	<b>26</b>		
PARDUBICE	RYANAIR	S	26	0	0	0.0	3.8	30.8	34.6	19.2	11.5	0.0	0.0	0.0	0.0	28	0.0	0	0		
<b>TOTAL PARDUBICE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>30.8</b>	<b>34.6</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	58	0	5	0.0	6.3	20.6	28.6	20.6	14.3	1.6	0.0	0.0	7.9	33	70.3	17	64		
PRAGUE	RYANAIR	S	142	0	0	3.5	16.2	37.3	17.6	13.4	7.0	4.2	0.7	0.0	0.0	26	81.3	8	80		
<b>TOTAL PRAGUE</b>			<b>200</b>	<b>0</b>	<b>5</b>	<b>2.4</b>	<b>13.2</b>	<b>32.2</b>	<b>21.0</b>	<b>15.6</b>	<b>9.3</b>	<b>3.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>76.4</b>	<b>12</b>	<b>144</b>		
<b>TOTAL CZECH REPUBLIC</b>			<b>314</b>	<b>0</b>	<b>7</b>	<b>2.2</b>	<b>11.5</b>	<b>33.6</b>	<b>21.8</b>	<b>15.6</b>	<b>8.1</b>	<b>2.8</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>80.6</b>	<b>10</b>	<b>232</b>		
<b>DENMARK</b>																					
AALBORG	RYANAIR	S	36	0	0	0.0	2.8	33.3	25.0	25.0	13.9	0.0	0.0	0.0	0.0	30	0.0	0	0		
<b>TOTAL AALBORG</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.8</b>	<b>33.3</b>	<b>25.0</b>	<b>25.0</b>	<b>13.9</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>		
AARHUS (TIRSTRUP)	RYANAIR	S	60	0	2	3.2	29.0	38.7	12.9	6.5	6.5	0.0	0.0	0.0	3.2	14	87.1	6	62		
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>29.0</b>	<b>38.7</b>	<b>12.9</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>14</b>	<b>87.1</b>	<b>6</b>	<b>62</b>		
BILLUND	RYANAIR	S	112	0	4	0.9	11.2	35.3	12.1	25.0	9.5	1.7	0.9	0.0	0.0	31	69.8	13	116		
<b>TOTAL BILLUND</b>			<b>112</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>11.2</b>	<b>35.3</b>	<b>12.1</b>	<b>25.0</b>	<b>9.5</b>	<b>1.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>69.8</b>	<b>13</b>	<b>116</b>		
COPENHAGEN	RYANAIR	S	178	0	8	3.8	22.0	38.7	10.2	12.9	7.0	0.0	1.1	0.0	4.3	19	95.2	4	186		
<b>TOTAL COPENHAGEN</b>			<b>178</b>	<b>0</b>	<b>8</b>	<b>3.8</b>	<b>22.0</b>	<b>38.7</b>	<b>10.2</b>	<b>12.9</b>	<b>7.0</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>4.3</b>	<b>19</b>	<b>95.2</b>	<b>4</b>	<b>186</b>		
<b>TOTAL DENMARK</b>			<b>386</b>	<b>0</b>	<b>14</b>	<b>2.5</b>	<b>18.3</b>	<b>37.3</b>	<b>12.5</b>	<b>16.5</b>	<b>8.3</b>	<b>0.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>85.7</b>	<b>7</b>	<b>364</b>		
<b>ESTONIA</b>																					
TALLIN	RYANAIR	S	34	0	0	8.8	17.6	47.1	14.7	2.9	2.9	2.9	2.9	0.0	0.0	20	91.7	5	36		
<b>TOTAL TALLIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>17.6</b>	<b>47.1</b>	<b>14.7</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>91.7</b>	<b>5</b>	<b>36</b>		
<b>TOTAL ESTONIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>17.6</b>	<b>47.1</b>	<b>14.7</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>91.7</b>	<b>5</b>	<b>36</b>		
<b>FRANCE</b>																					
AJACCIO	AIR CORSICA	S	18	0	0	0.0	0.0	55.6	11.1	22.2	5.6	5.6	0.0	0.0	0.0	30	0.0	0	0		



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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 AJACCIO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>55.6</b>	<b>11.1</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BASTIA	AIR CORSICA	S	18	0	0	0.0	16.7	38.9	27.8	11.1	5.6	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
<b>TOTAL BASTIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>38.9</b>	<b>27.8</b>	<b>11.1</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BERGERAC	RYANAIR	S	57	0	5	1.6	16.1	41.9	16.1	9.7	4.8	0.0	0.0	1.6	0.0	8.1	23	82.3	9	62	
<b>TOTAL BERGERAC</b>			<b>57</b>	<b>0</b>	<b>5</b>	<b>1.6</b>	<b>16.1</b>	<b>41.9</b>	<b>16.1</b>	<b>9.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>8.1</b>	<b>23</b>	<b>82.3</b>	<b>9</b>	<b>62</b>	
BEZIERS	RYANAIR	S	24	0	2	0.0	3.8	42.3	19.2	19.2	3.8	0.0	3.8	0.0	0.0	7.7	33	0.0	0	0	
<b>TOTAL BEZIERS</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>3.8</b>	<b>42.3</b>	<b>19.2</b>	<b>19.2</b>	<b>3.8</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>33</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
BIARRITZ	RYANAIR	S	76	0	4	2.5	13.8	30.0	23.8	11.3	8.8	2.5	2.5	0.0	0.0	5.0	33	83.9	10	62	
<b>TOTAL BIARRITZ</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>2.5</b>	<b>13.8</b>	<b>30.0</b>	<b>23.8</b>	<b>11.3</b>	<b>8.8</b>	<b>2.5</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>33</b>	<b>83.9</b>	<b>10</b>	<b>62</b>	
BORDEAUX	RYANAIR	S	53	0	0	1.9	3.8	20.8	26.4	39.6	1.9	1.9	3.8	0.0	0.0	0.0	37	81.6	8	38	
<b>TOTAL BORDEAUX</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>3.8</b>	<b>20.8</b>	<b>26.4</b>	<b>39.6</b>	<b>1.9</b>	<b>1.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>81.6</b>	<b>8</b>	<b>38</b>	
BRIVE-LA-GAILLARDE	RYANAIR	S	18	0	0	0.0	5.6	38.9	38.9	11.1	5.6	0.0	0.0	0.0	0.0	0.0	21	77.8	9	18	
<b>TOTAL BRIVE-LA-GAILLARDE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>21</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	
CALVI	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	0	1	
CALVI	TITAN AIRWAYS LTD	C	4	0	0	0.0	25.0	0.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	191	100.0	2	4	
<b>TOTAL CALVI</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>191</b>	<b>100.0</b>	<b>1</b>	<b>5</b>	
CARCASSONNE	RYANAIR	S	58	0	4	0.0	9.7	46.8	12.9	16.1	6.5	1.6	0.0	0.0	0.0	6.5	22	93.5	5	62	
<b>TOTAL CARCASSONNE</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>9.7</b>	<b>46.8</b>	<b>12.9</b>	<b>16.1</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>22</b>	<b>93.5</b>	<b>5</b>	<b>62</b>	
CLERMONT FERRAND	RYANAIR	S	16	0	0	6.3	25.0	43.8	12.5	0.0	6.3	6.3	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL CLERMONT FERRAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>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>22</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	2	18	
<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>2</b>	<b>18</b>	
DINARD	RYANAIR	S	42	0	2	2.3	11.4	47.7	20.5	13.6	0.0	0.0	0.0	0.0	0.0	4.5	15	85.5	8	54	
<b>TOTAL DINARD</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>11.4</b>	<b>47.7</b>	<b>20.5</b>	<b>13.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>15</b>	<b>85.5</b>	<b>8</b>	<b>54</b>	
GRENOBLE	RYANAIR	S	26	0	0	15.4	23.1	26.9	7.7	19.2	3.8	3.8	0.0	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL GRENOBLE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>23.1</b>	<b>26.9</b>	<b>7.7</b>	<b>19.2</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LA ROCHELLE	RYANAIR	S	39	0	4	0.0	9.3	44.2	14.0	18.6	0.0	4.7	0.0	0.0	0.0	9.3	22	82.4	7	34	
<b>TOTAL LA ROCHELLE</b>			<b>39</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>9.3</b>	<b>44.2</b>	<b>14.0</b>	<b>18.6</b>	<b>0.0</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.3</b>	<b>22</b>	<b>82.4</b>	<b>7</b>	<b>34</b>	
LIMOGES	RYANAIR	S	58	0	4	0.0	9.7	48.4	19.4	11.3	3.2	0.0	1.6	0.0	0.0	6.5	20	88.5	6	52	
<b>TOTAL LIMOGES</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>9.7</b>	<b>48.4</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>0.0</b>	<b>6.5</b>	<b>20</b>	<b>88.5</b>	<b>6</b>	<b>52</b>	
MARSEILLE	RYANAIR	S	102	0	4	0.0	14.2	45.3	15.1	13.2	3.8	0.9	3.8	0.0	0.0	3.8	27	83.8	10	80	
<b>TOTAL MARSEILLE</b>			<b>102</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>14.2</b>	<b>45.3</b>	<b>15.1</b>	<b>13.2</b>	<b>3.8</b>	<b>0.9</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>27</b>	<b>83.8</b>	<b>10</b>	<b>80</b>	
NANTES	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 NANTES</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>	
NICE	BA CITYFLYER LTD	S	8	0	0	12.5	25.0	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	62.5	56	8	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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														
NICE	EASYJET AIRLINE COMPANY LTD	S	61	0	1	1.6	37.1	27.4	9.7	11.3	9.7	1.6	0.0	0.0	0.0	1.6	20	74.0	27	50	
NICE	JET2.COM LTD	S	30	0	2	0.0	9.4	40.6	12.5	15.6	9.4	0.0	0.0	6.3	0.0	6.3	54	0.0	0	0	
NICE	RYANAIR	S	53	0	8	0.0	1.6	14.8	18.0	26.2	16.4	8.2	1.6	0.0	0.0	13.1	52	0.0	0	0	
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	50.0	39	2	
<b>TOTAL NICE</b>			<b>152</b>	<b>0</b>	<b>11</b>	<b>1.2</b>	<b>17.8</b>	<b>25.2</b>	<b>13.5</b>	<b>18.4</b>	<b>11.7</b>	<b>3.7</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>6.7</b>	<b>38</b>	<b>71.7</b>	<b>32</b>	<b>60</b>	
NIMES	RYANAIR	S	34	0	0	0.0	5.9	41.2	29.4	17.6	0.0	0.0	2.9	2.9	0.0	0.0	37	80.6	7	36	
<b>TOTAL NIMES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.9</b>	<b>41.2</b>	<b>29.4</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>80.6</b>	<b>7</b>	<b>36</b>	
PERPIGNAN	RYANAIR	S	42	0	4	0.0	15.2	39.1	21.7	8.7	4.3	0.0	2.2	0.0	0.0	8.7	20	82.4	8	34	
<b>TOTAL PERPIGNAN</b>			<b>42</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>15.2</b>	<b>39.1</b>	<b>21.7</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>20</b>	<b>82.4</b>	<b>8</b>	<b>34</b>	
POITIERS	RYANAIR	S	32	0	2	2.9	26.5	32.4	23.5	2.9	5.9	0.0	0.0	0.0	0.0	5.9	15	83.3	8	36	
<b>TOTAL POITIERS</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>26.5</b>	<b>32.4</b>	<b>23.5</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>5.9</b>	<b>15</b>	<b>83.3</b>	<b>8</b>	<b>36</b>	
STRASBOURG	RYANAIR	S	18	0	0	0.0	5.6	44.4	27.8	5.6	5.6	0.0	11.1	0.0	0.0	0.0	43	94.4	4	18	
<b>TOTAL STRASBOURG</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>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>94.4</b>	<b>4</b>	<b>18</b>	
TARBES-LOURDES INTERNATIONAL	RYANAIR	S	34	0	0	2.9	14.7	35.3	26.5	14.7	2.9	2.9	0.0	0.0	0.0	0.0	21	85.7	7	28	
TARBES-LOURDES INTERNATIONAL	TITAN AIRWAYS LTD	C	12	0	0	0.0	0.0	33.3	25.0	16.7	8.3	0.0	0.0	16.7	0.0	0.0	99	50.0	18	12	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>10.9</b>	<b>34.8</b>	<b>26.1</b>	<b>15.2</b>	<b>4.3</b>	<b>2.2</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>75.0</b>	<b>10</b>	<b>40</b>	
TOULOUSE (BLAGNAC)	RYANAIR	S	113	0	10	0.0	9.8	30.1	13.8	19.5	13.8	3.3	1.6	0.0	0.0	8.1	37	59.2	19	98	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>113</b>	<b>0</b>	<b>10</b>	<b>0.0</b>	<b>9.8</b>	<b>30.1</b>	<b>13.8</b>	<b>19.5</b>	<b>13.8</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>8.1</b>	<b>37</b>	<b>59.2</b>	<b>19</b>	<b>98</b>	
TOURS	RYANAIR	S	34	0	2	5.6	16.7	44.4	8.3	2.8	11.1	0.0	5.6	0.0	0.0	5.6	27	86.4	6	44	
<b>TOTAL TOURS</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>16.7</b>	<b>44.4</b>	<b>8.3</b>	<b>2.8</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>27</b>	<b>86.4</b>	<b>6</b>	<b>44</b>	
<b>TOTAL FRANCE</b>			<b>1081</b>	<b>0</b>	<b>58</b>	<b>1.5</b>	<b>12.8</b>	<b>36.7</b>	<b>17.9</b>	<b>15.2</b>	<b>6.5</b>	<b>2.0</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>5.1</b>	<b>30</b>	<b>81.0</b>	<b>11</b>	<b>851</b>	
<b>GERMANY</b>																					
BERLIN (SCHONEFELD)	RYANAIR	S	234	0	6	7.5	22.1	28.8	12.5	15.4	7.5	3.3	0.4	0.0	0.0	2.5	24	78.0	17	241	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>234</b>	<b>0</b>	<b>6</b>	<b>7.5</b>	<b>22.1</b>	<b>28.8</b>	<b>12.5</b>	<b>15.4</b>	<b>7.5</b>	<b>3.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>24</b>	<b>78.0</b>	<b>17</b>	<b>241</b>	
BERLIN (TEGEL)	BA CITYFLYER LTD	S	8	0	0	12.5	25.0	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	75.0	29	8	
<b>TOTAL BERLIN (TEGEL)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</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>18</b>	<b>75.0</b>	<b>29</b>	<b>8</b>	
BREMEN	RYANAIR	S	104	0	5	0.9	30.3	27.5	16.5	10.1	7.3	0.9	1.8	0.0	0.0	4.6	22	88.7	4	62	
<b>TOTAL BREMEN</b>			<b>104</b>	<b>0</b>	<b>5</b>	<b>0.9</b>	<b>30.3</b>	<b>27.5</b>	<b>16.5</b>	<b>10.1</b>	<b>7.3</b>	<b>0.9</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.6</b>	<b>22</b>	<b>88.7</b>	<b>4</b>	<b>62</b>	
COLOGNE BONN	EUROWINGS LUFTVERKEHRS	S	132	0	4	0.7	15.4	34.6	8.8	12.5	14.7	6.6	3.7	0.0	0.0	2.9	40	52.8	30	36	
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	80.8	10	100		
COLOGNE BONN	RYANAIR	S	150	0	4	5.2	20.1	24.7	13.6	18.2	12.3	2.6	0.6	0.0	0.0	2.6	30	86.2	6	116	
<b>TOTAL COLOGNE BONN</b>			<b>282</b>	<b>0</b>	<b>8</b>	<b>3.1</b>	<b>17.9</b>	<b>29.3</b>	<b>11.4</b>	<b>15.5</b>	<b>13.4</b>	<b>4.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>35</b>	<b>79.3</b>	<b>11</b>	<b>252</b>	
DORTMUND	RYANAIR	S	60	0	2	1.6	21.0	40.3	11.3	17.7	4.8	0.0	0.0	0.0	0.0	3.2	17	90.3	7	62	
<b>TOTAL DORTMUND</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>21.0</b>	<b>40.3</b>	<b>11.3</b>	<b>17.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>17</b>	<b>90.3</b>	<b>7</b>	<b>62</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
FRANKFURT MAIN	RYANAIR	S	116	0	8	0.0	10.5	29.0	17.7	19.4	9.7	2.4	4.8	0.0	0.0	6.5	41	0.0	0	0	
<b>TOTAL FRANKFURT MAIN</b>			<b>116</b>	<b>0</b>	<b>8</b>	<b>0.0</b>	<b>10.5</b>	<b>29.0</b>	<b>17.7</b>	<b>19.4</b>	<b>9.7</b>	<b>2.4</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.5</b>	<b>41</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
HAHN	RYANAIR	S	63	0	1	1.6	29.7	48.4	10.9	3.1	0.0	3.1	1.6	0.0	0.0	1.6	16	100.0	3	62	
<b>TOTAL HAHN</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>29.7</b>	<b>48.4</b>	<b>10.9</b>	<b>3.1</b>	<b>0.0</b>	<b>3.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>100.0</b>	<b>3</b>	<b>62</b>	
HAMBURG	RYANAIR	S	120	0	4	5.6	33.1	22.6	13.7	10.5	6.5	2.4	1.6	0.8	0.0	3.2	26	87.9	15	124	
<b>TOTAL HAMBURG</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>5.6</b>	<b>33.1</b>	<b>22.6</b>	<b>13.7</b>	<b>10.5</b>	<b>6.5</b>	<b>2.4</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>3.2</b>	<b>26</b>	<b>87.9</b>	<b>15</b>	<b>124</b>	
HANOVER	EUROWINGS LUFTVERKEHRS	S	52	0	2	0.0	5.6	35.2	14.8	24.1	16.7	0.0	0.0	0.0	0.0	3.7	31	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	0.0	0.0	0	88.6	5	44	
<b>TOTAL HANOVER</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>5.6</b>	<b>35.2</b>	<b>14.8</b>	<b>24.1</b>	<b>16.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>31</b>	<b>88.6</b>	<b>5</b>	<b>44</b>	
KARLSRUHE/BADEN BADEN	RYANAIR	S	62	0	0	4.8	16.1	33.9	11.3	21.0	11.3	0.0	1.6	0.0	0.0	0.0	27	79.0	17	62	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>16.1</b>	<b>33.9</b>	<b>11.3</b>	<b>21.0</b>	<b>11.3</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>79.0</b>	<b>17</b>	<b>62</b>	
LEIPZIG	RYANAIR	S	26	0	2	3.6	7.1	35.7	10.7	17.9	17.9	0.0	0.0	0.0	0.0	7.1	29	73.1	12	26	
<b>TOTAL LEIPZIG</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>7.1</b>	<b>35.7</b>	<b>10.7</b>	<b>17.9</b>	<b>17.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.1</b>	<b>29</b>	<b>73.1</b>	<b>12</b>	<b>26</b>	
MEMMINGEN ALLGAU	RYANAIR	S	46	0	0	0.0	0.0	54.3	15.2	13.0	13.0	0.0	4.3	0.0	0.0	0.0	36	90.4	6	52	
<b>TOTAL MEMMINGEN ALLGAU</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>54.3</b>	<b>15.2</b>	<b>13.0</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>36</b>	<b>90.4</b>	<b>6</b>	<b>52</b>	
MUNICH	EASYJET AIRLINE COMPANY LTD	S	62	0	0	1.6	19.4	33.9	8.1	17.7	11.3	4.8	1.6	1.6	0.0	0.0	40	74.2	11	62	
MUNICH	EUROWINGS LUFTVERKEHRS	S	32	0	2	0.0	5.9	35.3	17.6	17.6	17.6	0.0	0.0	0.0	0.0	5.9	29	72.2	9	52	
<b>TOTAL MUNICH</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>14.6</b>	<b>34.4</b>	<b>11.5</b>	<b>17.7</b>	<b>13.5</b>	<b>3.1</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>2.1</b>	<b>36</b>	<b>73.3</b>	<b>10</b>	<b>114</b>	
NIEDERRHEIN	RYANAIR	S	34	0	0	0.0	8.8	38.2	26.5	14.7	8.8	0.0	2.9	0.0	0.0	0.0	30	0.0	0	0	
<b>TOTAL NIEDERRHEIN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>8.8</b>	<b>38.2</b>	<b>26.5</b>	<b>14.7</b>	<b>8.8</b>	<b>0.0</b>	<b>2.9</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>	
NUREMBERG	RYANAIR	S	103	0	4	0.9	24.3	25.2	17.8	20.6	5.6	0.9	0.9	0.0	0.0	3.7	25	87.0	7	108	
<b>TOTAL NUREMBERG</b>			<b>103</b>	<b>0</b>	<b>4</b>	<b>0.9</b>	<b>24.3</b>	<b>25.2</b>	<b>17.8</b>	<b>20.6</b>	<b>5.6</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>25</b>	<b>87.0</b>	<b>7</b>	<b>108</b>	
STUTTGART	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	37.5	23	16	
STUTTGART	GERMANWINGS	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.5	15	38	
<b>TOTAL STUTTGART</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>53.7</b>	<b>17</b>	<b>54</b>	
<b>TOTAL GERMANY</b>			<b>1404</b>	<b>0</b>	<b>44</b>	<b>3.0</b>	<b>19.6</b>	<b>31.4</b>	<b>13.8</b>	<b>15.5</b>	<b>9.5</b>	<b>2.3</b>	<b>1.7</b>	<b>0.1</b>	<b>0.0</b>	<b>3.0</b>	<b>29</b>	<b>81.5</b>	<b>11</b>	<b>1271</b>	
<b>GREECE</b>																					
ATHENS	RYANAIR	S	94	0	2	11.5	14.6	26.0	12.5	20.8	8.3	2.1	1.0	1.0	0.0	2.1	33	82.3	13	96	
<b>TOTAL ATHENS</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>11.5</b>	<b>14.6</b>	<b>26.0</b>	<b>12.5</b>	<b>20.8</b>	<b>8.3</b>	<b>2.1</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>2.1</b>	<b>33</b>	<b>82.3</b>	<b>13</b>	<b>96</b>	
CHANIA	RYANAIR	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	11	94.4	5	18	
<b>TOTAL CHANIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>18.8</b>	<b>56.3</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>0.0</b>	<b>11</b>	<b>94.4</b>	<b>5</b>	<b>18</b>	
CORFU	JET2.COM LTD	S	13	0	0	0.0	15.4	23.1	7.7	15.4	23.1	7.7	7.7	0.0	0.0	0.0	56	0.0	0	0	
CORFU	RYANAIR	S	28	0	0	0.0	10.7	17.9	21.4	14.3	28.6	7.1	0.0	0.0	0.0	0.0	48	76.9	10	26	
CORFU	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	0.0	50.0	16.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	252	100.0	2	6	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
CORFU	TUI AIRWAYS LTD	C	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	100.0	1	7	
<b>TOTAL CORFU</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>14.3</b>	<b>23.2</b>	<b>17.9</b>	<b>12.5</b>	<b>21.4</b>	<b>5.4</b>	<b>1.8</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>67</b>	<b>84.6</b>	<b>7</b>	<b>39</b>	
HERAKLION	JET2.COM LTD	S	28	0	0	3.6	32.1	39.3	17.9	0.0	3.6	3.6	0.0	0.0	0.0	0.0	15	70.0	15	20	
HERAKLION	TUI AIRWAYS LTD	C	10	0	0	0.0	0.0	70.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	21	55.6	34	9	
<b>TOTAL HERAKLION</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>23.7</b>	<b>47.4</b>	<b>18.4</b>	<b>0.0</b>	<b>5.3</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>65.5</b>	<b>21</b>	<b>29</b>	
KEFALLINIA	JET2.COM LTD	S	12	0	0	8.3	16.7	25.0	0.0	8.3	25.0	16.7	0.0	0.0	0.0	0.0	50	0.0	0	0	
KEFALLINIA	RYANAIR	S	18	0	0	0.0	22.2	27.8	11.1	27.8	11.1	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
KEFALLINIA	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	50.0	16.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	75	83.3	4	6	
KEFALLINIA	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	57.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	25	100.0	2	7	
<b>TOTAL KEFALLINIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.9</b>	<b>30.2</b>	<b>7.0</b>	<b>16.3</b>	<b>14.0</b>	<b>4.7</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>92.3</b>	<b>3</b>	<b>13</b>	
KOS	JET2.COM LTD	S	20	0	0	5.0	20.0	30.0	15.0	15.0	5.0	0.0	5.0	5.0	0.0	0.0	57	91.7	8	12	
KOS	THOMAS COOK AIRLINES LTD	S	7	0	0	0.0	0.0	0.0	28.6	14.3	42.9	0.0	14.3	0.0	0.0	0.0	77	66.7	10	6	
KOS	TUI AIRWAYS LTD	C	9	0	0	0.0	0.0	33.3	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	47	88.9	7	9	
<b>TOTAL KOS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>11.1</b>	<b>25.0</b>	<b>16.7</b>	<b>16.7</b>	<b>16.7</b>	<b>2.8</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>59</b>	<b>85.2</b>	<b>8</b>	<b>27</b>	
PREVEZA	TITAN 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	164	0.0	0	0	
<b>TOTAL PREVEZA</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>164</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RHODES	JET2.COM LTD	S	21	0	0	0.0	19.0	9.5	14.3	14.3	23.8	9.5	0.0	9.5	0.0	0.0	156	66.7	10	12	
RHODES	RYANAIR	S	18	0	0	0.0	0.0	50.0	22.2	22.2	5.6	0.0	0.0	0.0	0.0	0.0	23	63.2	21	18	
RHODES	THOMAS COOK AIRLINES LTD	S	6	0	0	0.0	0.0	0.0	0.0	50.0	16.7	0.0	33.3	0.0	0.0	0.0	110	66.7	50	6	
RHODES	TUI AIRWAYS LTD	C	15	0	1	6.3	0.0	37.5	18.8	31.3	0.0	0.0	0.0	0.0	0.0	6.3	22	86.7	7	15	
<b>TOTAL RHODES</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>1.6</b>	<b>6.6</b>	<b>27.9</b>	<b>16.4</b>	<b>24.6</b>	<b>11.5</b>	<b>3.3</b>	<b>3.3</b>	<b>3.3</b>	<b>0.0</b>	<b>1.6</b>	<b>78</b>	<b>71.2</b>	<b>18</b>	<b>51</b>	
SALONIKA	JET2.COM LTD	S	14	0	0	7.1	50.0	35.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
SALONIKA	RYANAIR	S	61	0	0	0.0	4.9	27.9	23.0	26.2	16.4	1.6	0.0	0.0	0.0	0.0	37	90.3	7	62	
<b>TOTAL SALONIKA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>13.3</b>	<b>29.3</b>	<b>20.0</b>	<b>21.3</b>	<b>13.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>90.3</b>	<b>7</b>	<b>62</b>	
SKIATHOS	THOMAS COOK AIRLINES LTD	S	8	0	0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	8	
<b>TOTAL SKIATHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>12.5</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>100.0</b>	<b>2</b>	<b>8</b>	
ZAKINTHOS	EASYJET AIRLINE COMPANY LTD	S	8	0	0	0.0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	18	33.3	21	6	
ZAKINTHOS	JET2.COM LTD	S	28	0	0	0.0	14.3	42.9	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	23	75.0	5	4	
ZAKINTHOS	THOMAS COOK AIRLINES LTD	S	22	0	0	0.0	0.0	36.4	18.2	22.7	13.6	0.0	9.1	0.0	0.0	0.0	47	95.0	4	19	
ZAKINTHOS	TUI AIRWAYS LTD	C	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	24	44.4	42	9	
<b>TOTAL ZAKINTHOS</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.4</b>	<b>38.8</b>	<b>14.9</b>	<b>23.9</b>	<b>9.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>71.8</b>	<b>16</b>	<b>38</b>	
<b>TOTAL GREECE</b>			<b>494</b>	<b>0</b>	<b>3</b>	<b>4.0</b>	<b>13.9</b>	<b>31.0</b>	<b>15.3</b>	<b>17.9</b>	<b>11.5</b>	<b>2.6</b>	<b>2.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>42</b>	<b>81.5</b>	<b>12</b>	<b>381</b>	
<b>HUNGARY</b>																					
BUDAPEST	JET2.COM LTD	C	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
BUDAPEST	RYANAIR	S	201	0	12	0.9	6.6	24.9	17.8	27.2	12.7	3.8	0.0	0.5	0.0	5.6	38	62.9	16	186	

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

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
<b>TOTAL BUDAPEST</b>			<b>202</b>	<b>0</b>	<b>12</b>	<b>0.9</b>	<b>7.0</b>	<b>24.8</b>	<b>17.8</b>	<b>27.1</b>	<b>12.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>5.6</b>	<b>37</b>	<b>62.9</b>	<b>16</b>	<b>186</b>
<b>TOTAL HUNGARY</b>			<b>202</b>	<b>0</b>	<b>12</b>	<b>0.9</b>	<b>7.0</b>	<b>24.8</b>	<b>17.8</b>	<b>27.1</b>	<b>12.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>5.6</b>	<b>37</b>	<b>62.9</b>	<b>16</b>	<b>186</b>
<b>ICELAND</b>																				
KEFLAVIK	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	4
KEFLAVIK	PRIMERA AIR SCANDINAVIA	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
KEFLAVIK	WOW AIR	S	62	0	0	24.2	22.6	37.1	11.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
<b>TOTAL KEFLAVIK</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>22.2</b>	<b>38.1</b>	<b>11.1</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>0.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>4</b>
<b>TOTAL ICELAND</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>23.8</b>	<b>22.2</b>	<b>38.1</b>	<b>11.1</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>0.0</b>	<b>7</b>	<b>100.0</b>	<b>2</b>	<b>4</b>
<b>IRISH REPUBLIC</b>																				
CORK	RYANAIR	S	182	0	4	1.6	22.6	30.6	19.9	16.7	3.8	1.1	1.6	0.0	0.0	2.2	23	83.3	7	186
<b>TOTAL CORK</b>			<b>182</b>	<b>0</b>	<b>4</b>	<b>1.6</b>	<b>22.6</b>	<b>30.6</b>	<b>19.9</b>	<b>16.7</b>	<b>3.8</b>	<b>1.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>23</b>	<b>83.3</b>	<b>7</b>	<b>186</b>
DUBLIN	RYANAIR	S	457	0	12	0.9	13.2	37.1	17.7	17.9	6.6	1.9	1.7	0.4	0.0	2.6	29	80.6	10	444
<b>TOTAL DUBLIN</b>			<b>457</b>	<b>0</b>	<b>12</b>	<b>0.9</b>	<b>13.2</b>	<b>37.1</b>	<b>17.7</b>	<b>17.9</b>	<b>6.6</b>	<b>1.9</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>2.6</b>	<b>29</b>	<b>80.6</b>	<b>10</b>	<b>444</b>
IRELAND WEST(KNOCK)	RYANAIR	S	86	0	0	1.2	26.7	47.7	11.6	5.8	2.3	2.3	2.3	0.0	0.0	0.0	19	93.8	5	96
<b>TOTAL IRELAND WEST (KNOCK)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>1.2</b>	<b>26.7</b>	<b>47.7</b>	<b>11.6</b>	<b>5.8</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>19</b>	<b>93.8</b>	<b>5</b>	<b>96</b>
KERRY COUNTY	RYANAIR	S	44	0	0	2.3	4.5	47.7	31.8	9.1	4.5	0.0	0.0	0.0	0.0	0.0	19	85.2	6	54
<b>TOTAL KERRY COUNTY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>4.5</b>	<b>47.7</b>	<b>31.8</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>19</b>	<b>85.2</b>	<b>6</b>	<b>54</b>
SHANNON	RYANAIR	S	102	0	2	0.0	10.6	25.0	17.3	26.0	11.5	3.8	2.9	1.0	0.0	1.9	44	83.7	9	104
<b>TOTAL SHANNON</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>10.6</b>	<b>25.0</b>	<b>17.3</b>	<b>26.0</b>	<b>11.5</b>	<b>3.8</b>	<b>2.9</b>	<b>1.0</b>	<b>0.0</b>	<b>1.9</b>	<b>44</b>	<b>83.7</b>	<b>9</b>	<b>104</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>871</b>	<b>0</b>	<b>18</b>	<b>1.0</b>	<b>15.7</b>	<b>35.9</b>	<b>18.2</b>	<b>17.0</b>	<b>6.1</b>	<b>1.9</b>	<b>1.8</b>	<b>0.3</b>	<b>0.0</b>	<b>2.0</b>	<b>28</b>	<b>83.3</b>	<b>8</b>	<b>884</b>
<b>ISRAEL</b>																				
TEL AVIV	ARKIA	S	0	0	0	0.0	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
<b>TOTAL TEL AVIV</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>32</b>	<b>2</b>
<b>TOTAL ISRAEL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>	<b>32</b>	<b>2</b>
<b>ITALY</b>																				
ALGHERO (FERTILIA)	RYANAIR	S	28	0	0	0.0	3.6	25.0	39.3	14.3	10.7	3.6	3.6	0.0	0.0	0.0	39	92.3	5	26
<b>TOTAL ALGHERO (FERTILIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.6</b>	<b>25.0</b>	<b>39.3</b>	<b>14.3</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>39</b>	<b>92.3</b>	<b>5</b>	<b>26</b>
ANCONA	RYANAIR	S	62	0	0	1.6	16.1	51.6	11.3	8.1	4.8	4.8	0.0	1.6	0.0	0.0	28	85.5	7	62
<b>TOTAL ANCONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>16.1</b>	<b>51.6</b>	<b>11.3</b>	<b>8.1</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>85.5</b>	<b>7</b>	<b>62</b>
BARI (PALESE)	RYANAIR	S	60	0	2	0.0	4.8	25.8	24.2	16.1	21.0	4.8	0.0	0.0	0.0	3.2	41	77.4	11	62
<b>TOTAL BARI (PALESE)</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>4.8</b>	<b>25.8</b>	<b>24.2</b>	<b>16.1</b>	<b>21.0</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>41</b>	<b>77.4</b>	<b>11</b>	<b>62</b>
BERGAMO	RYANAIR	S	244	0	4	7.7	22.2	28.6	16.1	14.5	4.8	2.4	1.6	0.4	0.0	1.6	27	86.3	11	248
<b>TOTAL BERGAMO</b>			<b>244</b>	<b>0</b>	<b>4</b>	<b>7.7</b>	<b>22.2</b>	<b>28.6</b>	<b>16.1</b>	<b>14.5</b>	<b>4.8</b>	<b>2.4</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>1.6</b>	<b>27</b>	<b>86.3</b>	<b>11</b>	<b>248</b>
BOLOGNA	RYANAIR	S	116	0	0	1.7	13.8	19.0	20.7	24.1	14.7	1.7	2.6	1.7	0.0	0.0	45	82.8	8	116
<b>TOTAL BOLOGNA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>13.8</b>	<b>19.0</b>	<b>20.7</b>	<b>24.1</b>	<b>14.7</b>	<b>1.7</b>	<b>2.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>45</b>	<b>82.8</b>	<b>8</b>	<b>116</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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	
BRINDISI	RYANAIR	S	44	0	2	2.2	17.4	50.0	13.0	4.3	4.3	0.0	4.3	0.0	0.0	4.3	25	88.6	7	44	
<b>TOTAL BRINDISI</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>17.4</b>	<b>50.0</b>	<b>13.0</b>	<b>4.3</b>	<b>4.3</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>25</b>	<b>88.6</b>	<b>7</b>	<b>44</b>	
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	59	0	1	1.7	8.3	43.3	18.3	20.0	6.7	0.0	0.0	0.0	0.0	1.7	21	79.0	15	62	
CAGLIARI (ELMAS)	RYANAIR	S	28	0	0	0.0	3.6	35.7	32.1	10.7	7.1	3.6	3.6	3.6	0.0	0.0	64	61.5	12	26	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>1.1</b>	<b>6.8</b>	<b>40.9</b>	<b>22.7</b>	<b>17.0</b>	<b>6.8</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>1.1</b>	<b>35</b>	<b>73.9</b>	<b>14</b>	<b>88</b>	
COMISO	RYANAIR	S	16	0	0	0.0	6.3	18.8	18.8	43.8	12.5	0.0	0.0	0.0	0.0	0.0	33	66.7	17	18	
<b>TOTAL COMISO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.3</b>	<b>18.8</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>0.0</b>	<b>0.0</b>	<b>33</b>	<b>66.7</b>	<b>17</b>	<b>18</b>	
FLORENCE	BA CITYFLYER LTD	S	12	0	0	0.0	16.7	33.3	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	15	12	
<b>TOTAL FLORENCE</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>16.7</b>	<b>33.3</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>66.7</b>	<b>15</b>	<b>12</b>	
GENOA	RYANAIR	S	52	0	2	0.0	11.1	20.4	16.7	25.9	13.0	5.6	3.7	0.0	0.0	3.7	46	64.8	14	54	
<b>TOTAL GENOA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>11.1</b>	<b>20.4</b>	<b>16.7</b>	<b>25.9</b>	<b>13.0</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>46</b>	<b>64.8</b>	<b>14</b>	<b>54</b>	
LAMETIA-TERME	RYANAIR	S	36	0	2	0.0	15.8	44.7	21.1	7.9	5.3	0.0	0.0	0.0	0.0	5.3	17	88.9	21	36	
<b>TOTAL LAMETIA-TERME</b>			<b>36</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>15.8</b>	<b>44.7</b>	<b>21.1</b>	<b>7.9</b>	<b>5.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>17</b>	<b>88.9</b>	<b>21</b>	<b>36</b>	
MILAN (LINATE)	BA CITYFLYER LTD	S	16	0	0	12.5	37.5	18.8	12.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	14	87.5	4	16	
<b>TOTAL MILAN (LINATE)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>37.5</b>	<b>18.8</b>	<b>12.5</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>87.5</b>	<b>4</b>	<b>16</b>	
MILAN (MALPENSA)	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	13	0.0	0	0	
MILAN (MALPENSA)	RYANAIR	S	119	0	5	2.4	7.3	18.5	21.0	24.2	13.7	6.5	1.6	0.8	0.0	4.0	45	77.2	11	123	
<b>TOTAL MILAN (MALPENSA)</b>			<b>120</b>	<b>0</b>	<b>5</b>	<b>2.4</b>	<b>7.2</b>	<b>19.2</b>	<b>20.8</b>	<b>24.0</b>	<b>13.6</b>	<b>6.4</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>4.0</b>	<b>45</b>	<b>77.2</b>	<b>11</b>	<b>123</b>	
NAPLES	EASYJET AIRLINE COMPANY LTD	S	119	0	2	1.7	21.5	33.1	18.2	8.3	7.4	5.0	3.3	0.0	0.0	1.7	31	76.7	13	116	
NAPLES	JET2.COM LTD	S	20	0	0	0.0	10.0	20.0	25.0	5.0	20.0	10.0	10.0	0.0	0.0	0.0	61	0.0	0	0	
NAPLES	RYANAIR	S	60	0	2	1.6	4.8	46.8	21.0	16.1	3.2	0.0	3.2	0.0	0.0	3.2	27	0.0	0	0	
<b>TOTAL NAPLES</b>			<b>199</b>	<b>0</b>	<b>4</b>	<b>1.5</b>	<b>15.3</b>	<b>36.0</b>	<b>19.7</b>	<b>10.3</b>	<b>7.4</b>	<b>3.9</b>	<b>3.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>33</b>	<b>76.7</b>	<b>13</b>	<b>116</b>	
PALERMO	RYANAIR	S	59	0	2	0.0	0.0	34.4	24.6	18.0	13.1	4.9	1.6	0.0	0.0	3.3	40	77.4	9	62	
<b>TOTAL PALERMO</b>			<b>59</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>34.4</b>	<b>24.6</b>	<b>18.0</b>	<b>13.1</b>	<b>4.9</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>3.3</b>	<b>40</b>	<b>77.4</b>	<b>9</b>	<b>62</b>	
PERUGIA	RYANAIR	S	52	0	2	0.0	18.5	42.6	14.8	7.4	5.6	5.6	1.9	0.0	0.0	3.7	28	83.3	7	54	
<b>TOTAL PERUGIA</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.5</b>	<b>42.6</b>	<b>14.8</b>	<b>7.4</b>	<b>5.6</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>28</b>	<b>83.3</b>	<b>7</b>	<b>54</b>	
PESCARA	RYANAIR	S	44	0	0	0.0	2.3	18.2	34.1	34.1	9.1	2.3	0.0	0.0	0.0	0.0	35	84.1	13	44	
<b>TOTAL PESCARA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.3</b>	<b>18.2</b>	<b>34.1</b>	<b>34.1</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>84.1</b>	<b>13</b>	<b>44</b>	
PISA	RYANAIR	S	179	0	7	5.4	21.0	33.9	18.3	11.3	5.9	0.5	0.0	0.0	0.0	3.8	18	78.5	14	186	
<b>TOTAL PISA</b>			<b>179</b>	<b>0</b>	<b>7</b>	<b>5.4</b>	<b>21.0</b>	<b>33.9</b>	<b>18.3</b>	<b>11.3</b>	<b>5.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>18</b>	<b>78.5</b>	<b>14</b>	<b>186</b>	
RIMINI	RYANAIR	S	16	0	2	0.0	0.0	16.7	11.1	22.2	11.1	27.8	0.0	0.0	0.0	11.1	71	0.0	0	0	
<b>TOTAL RIMINI</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>71</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ROME (CIAMPINO)	RYANAIR	S	304	0	6	2.9	14.5	28.1	17.1	20.0	9.4	2.9	1.6	1.6	0.0	1.9	39	72.6	12	310	
<b>TOTAL ROME (CIAMPINO)</b>			<b>304</b>	<b>0</b>	<b>6</b>	<b>2.9</b>	<b>14.5</b>	<b>28.1</b>	<b>17.1</b>	<b>20.0</b>	<b>9.4</b>	<b>2.9</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.9</b>	<b>39</b>	<b>72.6</b>	<b>12</b>	<b>310</b>	
TREVISO	RYANAIR	S	158	0	6	2.4	7.3	42.1	18.3	14.0	9.1	0.6	1.8	0.6	0.0	3.7	30	80.1	11	166	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 TREVISO</b>			<b>158</b>	<b>0</b>	<b>6</b>	<b>2.4</b>	<b>7.3</b>	<b>42.1</b>	<b>18.3</b>	<b>14.0</b>	<b>9.1</b>	<b>0.6</b>	<b>1.8</b>	<b>0.6</b>	<b>0.0</b>	<b>3.7</b>	<b>30</b>	<b>80.1</b>	<b>11</b>	<b>166</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	36	0	0	0.0	11.1	36.1	16.7	16.7	11.1	2.8	5.6	0.0	0.0	0.0	39	88.9	6	36
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>36.1</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>88.9</b>	<b>6</b>	<b>36</b>
TURIN	RYANAIR	S	61	0	1	3.2	21.0	41.9	14.5	11.3	4.8	0.0	1.6	0.0	0.0	1.6	18	96.8	4	62
<b>TOTAL TURIN</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>3.2</b>	<b>21.0</b>	<b>41.9</b>	<b>14.5</b>	<b>11.3</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>96.8</b>	<b>4</b>	<b>62</b>
VERONA VILLAFRANCA	JET2.COM LTD	S	10	0	0	0.0	20.0	20.0	20.0	10.0	10.0	0.0	20.0	0.0	0.0	0.0	62	0.0	0	0
VERONA VILLAFRANCA	RYANAIR	S	44	0	0	4.5	20.5	50.0	11.4	4.5	4.5	0.0	4.5	0.0	0.0	0.0	21	90.9	7	44
<b>TOTAL VERONA VILLAFRANCA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>20.4</b>	<b>44.4</b>	<b>13.0</b>	<b>5.6</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>29</b>	<b>90.9</b>	<b>7</b>	<b>44</b>
<b>TOTAL ITALY</b>			<b>2055</b>	<b>0</b>	<b>48</b>	<b>2.8</b>	<b>14.0</b>	<b>32.3</b>	<b>18.7</b>	<b>16.0</b>	<b>8.7</b>	<b>2.8</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>2.3</b>	<b>33</b>	<b>80.1</b>	<b>11</b>	<b>1985</b>
<b>JAMAICA</b>																				
MONTEGO BAY	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	18	7
<b>TOTAL MONTEGO BAY</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>18</b>	<b>7</b>
<b>TOTAL JAMAICA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>18</b>	<b>7</b>
<b>LATVIA</b>																				
RIGA	RYANAIR	S	121	0	2	4.9	17.1	48.0	17.1	5.7	2.4	3.3	0.0	0.0	0.0	1.6	16	93.5	3	124
<b>TOTAL RIGA</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>17.1</b>	<b>48.0</b>	<b>17.1</b>	<b>5.7</b>	<b>2.4</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>93.5</b>	<b>3</b>	<b>124</b>
<b>TOTAL LATVIA</b>			<b>121</b>	<b>0</b>	<b>2</b>	<b>4.9</b>	<b>17.1</b>	<b>48.0</b>	<b>17.1</b>	<b>5.7</b>	<b>2.4</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>16</b>	<b>93.5</b>	<b>3</b>	<b>124</b>
<b>LITHUANIA</b>																				
KAUNAS	RYANAIR	S	44	0	0	31.8	15.9	36.4	9.1	6.8	0.0	0.0	0.0	0.0	0.0	0.0	7	97.2	3	36
<b>TOTAL KAUNAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>15.9</b>	<b>36.4</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>0.0</b>	<b>7</b>	<b>97.2</b>	<b>3</b>	<b>36</b>
PALANGA	RYANAIR	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	100.0	1	18
<b>TOTAL PALANGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>27.8</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>0.0</b>	<b>3</b>	<b>100.0</b>	<b>1</b>	<b>18</b>
VILNIUS	RYANAIR	S	62	0	0	0.0	24.2	25.8	22.6	14.5	11.3	1.6	0.0	0.0	0.0	0.0	23	87.1	10	62
<b>TOTAL VILNIUS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.2</b>	<b>25.8</b>	<b>22.6</b>	<b>14.5</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>23</b>	<b>87.1</b>	<b>10</b>	<b>62</b>
<b>TOTAL LITHUANIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>21.8</b>	<b>32.3</b>	<b>15.3</b>	<b>9.7</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>14</b>	<b>92.2</b>	<b>6</b>	<b>116</b>
<b>LUXEMBOURG</b>																				
LUXEMBOURG	RYANAIR	S	55	0	7	0.0	11.3	30.6	27.4	11.3	6.5	1.6	0.0	0.0	0.0	11.3	25	74.2	11	62
<b>TOTAL LUXEMBOURG</b>			<b>55</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>11.3</b>	<b>30.6</b>	<b>27.4</b>	<b>11.3</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.3</b>	<b>25</b>	<b>74.2</b>	<b>11</b>	<b>62</b>
<b>TOTAL LUXEMBOURG</b>			<b>55</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>11.3</b>	<b>30.6</b>	<b>27.4</b>	<b>11.3</b>	<b>6.5</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.3</b>	<b>25</b>	<b>74.2</b>	<b>11</b>	<b>62</b>
<b>MALTA</b>																				
MALTA	JET2.COM LTD	S	18	0	0	5.6	27.8	50.0	5.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
MALTA	RYANAIR	S	44	0	0	0.0	2.3	40.9	27.3	15.9	9.1	4.5	0.0	0.0	0.0	0.0	30	90.9	6	44
<b>TOTAL MALTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>9.7</b>	<b>43.5</b>	<b>21.0</b>	<b>14.5</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>25</b>	<b>90.9</b>	<b>6</b>	<b>44</b>
<b>TOTAL MALTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>9.7</b>	<b>43.5</b>	<b>21.0</b>	<b>14.5</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>25</b>	<b>90.9</b>	<b>6</b>	<b>44</b>
<b>MEXICO</b>																				
CANCUN	TUI AIRWAYS LTD	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	21	9

## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 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>55.6</b>	<b>21</b>	<b>9</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>55.6</b>	<b>21</b>	<b>9</b>
<b>MOROCCO</b>																				
AGADIR (AL MASSIRA)	RYANAIR	S	18	0	0	0.0	5.6	44.4	33.3	5.6	0.0	11.1	0.0	0.0	0.0	0.0	29	77.8	12	18
<b>TOTAL AGADIR (AL MASSIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>44.4</b>	<b>33.3</b>	<b>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>77.8</b>	<b>12</b>	<b>18</b>
FEZ	RYANAIR	S	18	0	0	0.0	27.8	38.9	22.2	5.6	0.0	5.6	0.0	0.0	0.0	0.0	19	94.4	7	18
<b>TOTAL FEZ</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>22.2</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>19</b>	<b>94.4</b>	<b>7</b>	<b>18</b>
MARRAKESH	RYANAIR	S	62	0	0	0.0	12.9	54.8	14.5	8.1	4.8	1.6	3.2	0.0	0.0	0.0	26	90.3	10	62
<b>TOTAL MARRAKESH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>54.8</b>	<b>14.5</b>	<b>8.1</b>	<b>4.8</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>90.3</b>	<b>10</b>	<b>62</b>
RABAT	RYANAIR	S	27	0	0	7.4	7.4	40.7	14.8	14.8	7.4	3.7	3.7	0.0	0.0	0.0	34	84.6	24	26
<b>TOTAL RABAT</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>7.4</b>	<b>40.7</b>	<b>14.8</b>	<b>14.8</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>34</b>	<b>84.6</b>	<b>24</b>	<b>26</b>
<b>TOTAL MOROCCO</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>12.8</b>	<b>48.0</b>	<b>18.4</b>	<b>8.8</b>	<b>4.0</b>	<b>4.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27</b>	<b>87.9</b>	<b>13</b>	<b>124</b>
<b>NETHERLANDS</b>																				
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	194	0	6	2.5	22.5	28.0	10.0	15.0	12.5	4.0	2.5	0.0	0.0	3.0	32	65.2	17	204
<b>TOTAL AMSTERDAM</b>			<b>194</b>	<b>0</b>	<b>6</b>	<b>2.5</b>	<b>22.5</b>	<b>28.0</b>	<b>10.0</b>	<b>15.0</b>	<b>12.5</b>	<b>4.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>32</b>	<b>65.2</b>	<b>17</b>	<b>204</b>
EINDHOVEN	RYANAIR	S	118	0	6	1.6	16.1	25.8	18.5	16.9	15.3	0.0	0.8	0.0	0.0	4.8	29	86.3	6	124
<b>TOTAL EINDHOVEN</b>			<b>118</b>	<b>0</b>	<b>6</b>	<b>1.6</b>	<b>16.1</b>	<b>25.8</b>	<b>18.5</b>	<b>16.9</b>	<b>15.3</b>	<b>0.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>29</b>	<b>86.3</b>	<b>6</b>	<b>124</b>
<b>TOTAL NETHERLANDS</b>			<b>312</b>	<b>0</b>	<b>12</b>	<b>2.2</b>	<b>20.1</b>	<b>27.2</b>	<b>13.3</b>	<b>15.7</b>	<b>13.6</b>	<b>2.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>31</b>	<b>73.2</b>	<b>13</b>	<b>328</b>
<b>NORWAY</b>																				
OSLO (GARDERMOEN)	RYANAIR	S	174	0	4	0.0	13.5	41.6	19.1	12.9	8.4	1.7	0.6	0.0	0.0	2.2	23	84.3	7	178
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>174</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>13.5</b>	<b>41.6</b>	<b>19.1</b>	<b>12.9</b>	<b>8.4</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>23</b>	<b>84.3</b>	<b>7</b>	<b>178</b>
SANDEFJORD(TORP)	RYANAIR	S	34	0	0	0.0	17.6	35.3	23.5	14.7	2.9	5.9	0.0	0.0	0.0	0.0	24	84.4	13	45
<b>TOTAL SANDEFJORD(TORP)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>17.6</b>	<b>35.3</b>	<b>23.5</b>	<b>14.7</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>24</b>	<b>84.4</b>	<b>13</b>	<b>45</b>
<b>TOTAL NORWAY</b>			<b>208</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>14.2</b>	<b>40.6</b>	<b>19.8</b>	<b>13.2</b>	<b>7.5</b>	<b>2.4</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>23</b>	<b>84.3</b>	<b>8</b>	<b>223</b>
<b>POLAND</b>																				
BYDGOSZCZ	RYANAIR	S	62	0	0	1.6	33.9	45.2	11.3	3.2	0.0	1.6	1.6	1.6	0.0	0.0	19	95.2	7	62
<b>TOTAL BYDGOSZCZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>33.9</b>	<b>45.2</b>	<b>11.3</b>	<b>3.2</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>95.2</b>	<b>7</b>	<b>62</b>
GDANSK	RYANAIR	S	106	0	2	6.5	20.4	29.6	14.8	17.6	8.3	0.0	0.9	0.0	0.0	1.9	24	78.7	10	108
<b>TOTAL GDANSK</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>6.5</b>	<b>20.4</b>	<b>29.6</b>	<b>14.8</b>	<b>17.6</b>	<b>8.3</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>24</b>	<b>78.7</b>	<b>10</b>	<b>108</b>
KATOWICE	RYANAIR	S	56	0	6	0.0	8.1	41.9	22.6	9.7	8.1	0.0	0.0	0.0	0.0	9.7	19	67.7	14	62
<b>TOTAL KATOWICE</b>			<b>56</b>	<b>0</b>	<b>6</b>	<b>0.0</b>	<b>8.1</b>	<b>41.9</b>	<b>22.6</b>	<b>9.7</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.7</b>	<b>19</b>	<b>67.7</b>	<b>14</b>	<b>62</b>
KRAKOW	RYANAIR	S	160	0	6	7.2	19.3	29.5	16.9	15.7	4.2	1.8	0.6	1.2	0.0	3.6	26	91.6	4	166
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>160</b>	<b>0</b>	<b>6</b>	<b>7.2</b>	<b>19.3</b>	<b>29.5</b>	<b>16.9</b>	<b>15.7</b>	<b>4.2</b>	<b>1.8</b>	<b>0.6</b>	<b>1.2</b>	<b>0.0</b>	<b>3.6</b>	<b>26</b>	<b>91.7</b>	<b>4</b>	<b>168</b>
LODZ LUBLINEK	RYANAIR	S	52	0	0	1.9	21.2	44.2	9.6	11.5	5.8	3.8	1.9	0.0	0.0	0.0	26	87.0	7	54



## CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE													MAY 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 LODZ LUBLINEK</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>21.2</b>	<b>44.2</b>	<b>9.6</b>	<b>11.5</b>	<b>5.8</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>87.0</b>	<b>7</b>	<b>54</b>
LUBLIN (PORT LOTNICZY)	RYANAIR	S	36	0	0	0.0	5.6	52.8	22.2	2.8	16.7	0.0	0.0	0.0	0.0	0.0	22	86.1	9	36
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>5.6</b>	<b>52.8</b>	<b>22.2</b>	<b>2.8</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>86.1</b>	<b>9</b>	<b>36</b>
POZNAN	RYANAIR	S	76	0	4	0.0	13.8	23.8	12.5	27.5	10.0	6.3	1.3	0.0	0.0	5.0	38	83.9	12	62
<b>TOTAL POZNAN</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>0.0</b>	<b>13.8</b>	<b>23.8</b>	<b>12.5</b>	<b>27.5</b>	<b>10.0</b>	<b>6.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>38</b>	<b>83.9</b>	<b>12</b>	<b>62</b>
RZESZOW	RYANAIR	S	76	0	4	2.5	18.8	33.8	17.5	11.3	2.5	3.8	5.0	0.0	0.0	5.0	30	81.3	15	80
<b>TOTAL RZESZOW</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>2.5</b>	<b>18.8</b>	<b>33.8</b>	<b>17.5</b>	<b>11.3</b>	<b>2.5</b>	<b>3.8</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>30</b>	<b>81.3</b>	<b>15</b>	<b>80</b>
SZCZECIN (GOLENOW)	RYANAIR	S	61	0	0	19.7	23.0	32.8	14.8	4.9	1.6	1.6	1.6	0.0	0.0	0.0	13	93.5	2	62
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>19.7</b>	<b>23.0</b>	<b>32.8</b>	<b>14.8</b>	<b>4.9</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>93.5</b>	<b>2</b>	<b>62</b>
SZYMANY (MAZURY)	RYANAIR	S	28	0	0	0.0	25.0	32.1	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	18	84.0	8	25
<b>TOTAL SZYMANY (MAZURY)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>32.1</b>	<b>21.4</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>84.0</b>	<b>8</b>	<b>25</b>
WARSAW (MODLIN MASOVIA)	RYANAIR	S	215	0	4	1.8	15.5	26.9	18.3	21.5	9.6	0.9	2.7	0.9	0.0	1.8	35	83.3	9	222
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>			<b>215</b>	<b>0</b>	<b>4</b>	<b>1.8</b>	<b>15.5</b>	<b>26.9</b>	<b>18.3</b>	<b>21.5</b>	<b>9.6</b>	<b>0.9</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>1.8</b>	<b>35</b>	<b>83.3</b>	<b>9</b>	<b>222</b>
WROCLAW	RYANAIR	S	102	0	2	3.8	19.2	25.0	18.3	20.2	7.7	1.0	1.9	1.0	0.0	1.9	31	75.5	9	106
<b>TOTAL WROCLAW</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>3.8</b>	<b>19.2</b>	<b>25.0</b>	<b>18.3</b>	<b>20.2</b>	<b>7.7</b>	<b>1.0</b>	<b>1.9</b>	<b>1.0</b>	<b>0.0</b>	<b>1.9</b>	<b>31</b>	<b>75.5</b>	<b>9</b>	<b>106</b>
<b>TOTAL POLAND</b>			<b>1030</b>	<b>0</b>	<b>28</b>	<b>4.1</b>	<b>18.3</b>	<b>31.9</b>	<b>16.6</b>	<b>15.7</b>	<b>6.8</b>	<b>1.7</b>	<b>1.7</b>	<b>0.6</b>	<b>0.0</b>	<b>2.6</b>	<b>28</b>	<b>84.0</b>	<b>9</b>	<b>1047</b>
<b>PORTUGAL(EXCLUDING AZORES PONTA DELGADA</b>																				
AZORES PONTA DELGADA	RYANAIR	S	8	0	0	0.0	12.5	50.0	0.0	12.5	0.0	25.0	0.0	0.0	0.0	0.0	45	50.0	29	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>50.0</b>	<b>0.0</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>45</b>	<b>50.0</b>	<b>29</b>	<b>8</b>
FARO	BA CITYFLYER 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	8	37.5	55	8
FARO	JET2.COM LTD	S	62	0	0	1.6	17.7	45.2	22.6	4.8	4.8	1.6	1.6	0.0	0.0	0.0	19	82.6	7	46
FARO	RYANAIR	S	142	0	0	0.0	12.0	41.5	14.1	21.8	4.9	3.5	2.1	0.0	0.0	0.0	29	73.2	11	142
FARO	TUI AIRWAYS LTD	C	17	0	0	0.0	5.9	64.7	5.9	17.6	5.9	0.0	0.0	0.0	0.0	0.0	17	75.0	14	16
<b>TOTAL FARO</b>			<b>229</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>13.5</b>	<b>44.5</b>	<b>15.3</b>	<b>16.6</b>	<b>4.8</b>	<b>2.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>74.1</b>	<b>12</b>	<b>212</b>
LISBON	RYANAIR	S	183	0	4	2.7	15.5	40.1	17.1	11.8	7.5	0.5	1.6	1.1	0.0	2.1	28	91.4	7	184
<b>TOTAL LISBON</b>			<b>183</b>	<b>0</b>	<b>4</b>	<b>2.7</b>	<b>15.5</b>	<b>40.1</b>	<b>17.1</b>	<b>11.8</b>	<b>7.5</b>	<b>0.5</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>2.1</b>	<b>28</b>	<b>91.4</b>	<b>7</b>	<b>184</b>
OPORTO (PORTUGAL)	RYANAIR	S	154	0	2	0.0	13.5	25.0	26.9	18.6	10.3	1.9	2.6	0.0	0.0	1.3	34	82.9	13	158
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>13.5</b>	<b>25.0</b>	<b>26.9</b>	<b>18.6</b>	<b>10.3</b>	<b>1.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>34</b>	<b>82.9</b>	<b>13</b>	<b>158</b>
<b>TOTAL PORTUGAL</b>			<b>574</b>	<b>0</b>	<b>6</b>	<b>1.2</b>	<b>14.1</b>	<b>37.9</b>	<b>18.8</b>	<b>15.5</b>	<b>7.1</b>	<b>2.1</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>1.0</b>	<b>28</b>	<b>81.9</b>	<b>11</b>	<b>562</b>
<b>PORTUGAL(MADEIRA)</b>																				
FUNCHAL	JET2.COM LTD	S	16	0	0	6.3	31.3	43.8	6.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	18
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>43.8</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>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
<b>TOTAL PORTUGAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>31.3</b>	<b>43.8</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>0.0</b>	<b>9</b>	<b>100.0</b>	<b>2</b>	<b>18</b>
<b>REPUBLIC OF MOLDOVA</b>																				

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 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
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	36	0	0	19.4	36.1	30.6	5.6	5.6	2.8	0.0	0.0	0.0	0.0	0.0	7	95.0	2	40
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>36.1</b>	<b>30.6</b>	<b>5.6</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>0.0</b>	<b>7</b>	<b>95.0</b>	<b>2</b>	<b>40</b>
<b>TOTAL REPUBLIC OF REPUBLIC OF</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>36.1</b>	<b>30.6</b>	<b>5.6</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>0.0</b>	<b>7</b>	<b>95.0</b>	<b>2</b>	<b>40</b>
PODGORICA	RYANAIR	S	18	0	0	0.0	0.0	11.1	16.7	50.0	5.6	11.1	5.6	0.0	0.0	0.0	56	94.4	8	18
<b>TOTAL PODGORICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>16.7</b>	<b>50.0</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>56</b>	<b>94.4</b>	<b>8</b>	<b>18</b>
<b>TOTAL REPUBLIC OF ROMANIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>16.7</b>	<b>50.0</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>56</b>	<b>94.4</b>	<b>8</b>	<b>18</b>
BACAU	BLUE AIR TRANSPORT AERIAN	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 BACAU</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>
BUCHAREST (OTOPENI)	RYANAIR	S	124	0	0	12.9	16.9	25.0	16.1	14.5	8.9	1.6	4.0	0.0	0.0	0.0	33	80.6	11	124
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>16.9</b>	<b>25.0</b>	<b>16.1</b>	<b>14.5</b>	<b>8.9</b>	<b>1.6</b>	<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>80.6</b>	<b>11</b>	<b>124</b>
ORADEA	RYANAIR	S	24	0	2	0.0	3.8	26.9	23.1	30.8	7.7	0.0	0.0	0.0	0.0	7.7	29	0.0	0	0
<b>TOTAL ORADEA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>3.8</b>	<b>26.9</b>	<b>23.1</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
TIMISOARA	RYANAIR	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	7	62
<b>TOTAL TIMISOARA</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>80.6</b>	<b>7</b>	<b>62</b>
<b>TOTAL ROMANIA</b>			<b>149</b>	<b>0</b>	<b>2</b>	<b>10.6</b>	<b>15.2</b>	<b>25.2</b>	<b>17.2</b>	<b>17.2</b>	<b>8.6</b>	<b>1.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>32</b>	<b>80.6</b>	<b>10</b>	<b>186</b>
<b>SLOVAK REPUBLIC</b>																				
BRATISLAVA	RYANAIR	S	100	0	6	6.6	17.0	32.1	17.9	11.3	6.6	2.8	0.0	0.0	0.0	5.7	22	83.0	7	88
<b>TOTAL BRATISLAVA</b>			<b>100</b>	<b>0</b>	<b>6</b>	<b>6.6</b>	<b>17.0</b>	<b>32.1</b>	<b>17.9</b>	<b>11.3</b>	<b>6.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>22</b>	<b>83.0</b>	<b>7</b>	<b>88</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>100</b>	<b>0</b>	<b>6</b>	<b>6.6</b>	<b>17.0</b>	<b>32.1</b>	<b>17.9</b>	<b>11.3</b>	<b>6.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.7</b>	<b>22</b>	<b>83.0</b>	<b>7</b>	<b>88</b>
<b>SLOVENIA</b>																				
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	87	0	2	2.2	22.5	28.1	12.4	9.0	7.9	4.5	11.2	0.0	0.0	2.2	52	85.9	6	78
<b>TOTAL LJUBLJANA</b>			<b>87</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>22.5</b>	<b>28.1</b>	<b>12.4</b>	<b>9.0</b>	<b>7.9</b>	<b>4.5</b>	<b>11.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>52</b>	<b>85.9</b>	<b>6</b>	<b>78</b>
<b>TOTAL SLOVENIA</b>			<b>87</b>	<b>0</b>	<b>2</b>	<b>2.2</b>	<b>22.5</b>	<b>28.1</b>	<b>12.4</b>	<b>9.0</b>	<b>7.9</b>	<b>4.5</b>	<b>11.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>52</b>	<b>85.9</b>	<b>6</b>	<b>78</b>
<b>SPAIN</b>																				
ALICANTE	JET2.COM LTD	S	68	0	0	2.9	27.9	39.7	8.8	8.8	7.4	1.5	2.9	0.0	0.0	0.0	24	80.4	9	46
ALICANTE	PRIMERA AIR SCANDINAVIA	S	62	0	0	1.6	30.6	24.2	12.9	12.9	6.5	4.8	0.0	6.5	0.0	0.0	71	0.0	0	0
ALICANTE	RYANAIR	S	121	0	2	0.8	14.6	37.4	23.6	13.8	2.4	3.3	1.6	0.8	0.0	1.6	27	71.8	14	124
<b>TOTAL ALICANTE</b>			<b>251</b>	<b>0</b>	<b>2</b>	<b>1.6</b>	<b>22.1</b>	<b>34.8</b>	<b>17.0</b>	<b>12.3</b>	<b>4.7</b>	<b>3.2</b>	<b>1.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.8</b>	<b>37</b>	<b>74.1</b>	<b>12</b>	<b>170</b>
ALMERIA	JET2.COM LTD	S	14	0	0	0.0	7.1	50.0	7.1	14.3	7.1	14.3	0.0	0.0	0.0	0.0	40	0.0	0	0
ALMERIA	RYANAIR	S	16	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	94.4	7	18
<b>TOTAL ALMERIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.0</b>	<b>50.0</b>	<b>23.3</b>	<b>6.7</b>	<b>3.3</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>94.4</b>	<b>7</b>	<b>18</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	33	0	1	0.0	35.3	23.5	8.8	11.8	11.8	5.9	0.0	0.0	0.0	2.9	26	79.0	18	62	
<b>TOTAL ASTURIAS</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>35.3</b>	<b>23.5</b>	<b>8.8</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>2.9</b>	<b>26</b>	<b>79.0</b>	<b>18</b>	<b>62</b>	
BARCELONA	RYANAIR	S	236	0	10	1.2	8.9	23.2	20.3	21.5	13.0	4.5	1.6	1.6	0.0	4.1	46	70.6	15	248	
<b>TOTAL BARCELONA</b>			<b>236</b>	<b>0</b>	<b>10</b>	<b>1.2</b>	<b>8.9</b>	<b>23.2</b>	<b>20.3</b>	<b>21.5</b>	<b>13.0</b>	<b>4.5</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>4.1</b>	<b>46</b>	<b>70.6</b>	<b>15</b>	<b>248</b>	
BILBAO	EASYJET AIRLINE COMPANY LTD	S	94	0	5	0.0	18.2	41.4	18.2	11.1	6.1	0.0	0.0	0.0	0.0	5.1	18	81.6	12	98	
<b>TOTAL BILBAO</b>			<b>94</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>18.2</b>	<b>41.4</b>	<b>18.2</b>	<b>11.1</b>	<b>6.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.1</b>	<b>18</b>	<b>81.6</b>	<b>12</b>	<b>98</b>	
CASTELLON COSTA AZAHAR	RYANAIR	S	18	0	0	0.0	11.1	38.9	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	18	
<b>TOTAL CASTELLON COSTA AZAHAR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>18</b>	
CASTELLON DE LA PLANA AIRPORT	RYANAIR	S	8	0	2	0.0	20.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	20.0	27	100.0	1	8	
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</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>20.0</b>	<b>27</b>	<b>100.0</b>	<b>1</b>	<b>8</b>	
GIRONA	JET2.COM LTD	S	18	0	0	5.6	44.4	16.7	16.7	5.6	0.0	0.0	11.1	0.0	0.0	0.0	33	100.0	4	4	
GIRONA	RYANAIR	S	42	0	0	2.4	33.3	23.8	11.9	14.3	9.5	0.0	2.4	2.4	0.0	0.0	36	70.5	12	44	
<b>TOTAL GIRONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>36.7</b>	<b>21.7</b>	<b>13.3</b>	<b>11.7</b>	<b>6.7</b>	<b>0.0</b>	<b>5.0</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>72.9</b>	<b>12</b>	<b>48</b>	
IBIZA	BA CITYFLYER LTD	S	12	0	0	8.3	16.7	33.3	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	22	58.8	29	17	
IBIZA	EASYJET AIRLINE COMPANY LTD	S	87	0	1	2.3	23.9	36.4	10.2	6.8	11.4	3.4	4.5	0.0	0.0	1.1	33	69.4	17	85	
IBIZA	JET2.COM LTD	S	42	0	0	0.0	21.4	28.6	23.8	11.9	2.4	7.1	4.8	0.0	0.0	0.0	38	91.2	8	34	
IBIZA	RYANAIR	S	103	0	2	2.9	15.2	40.0	13.3	15.2	5.7	3.8	1.9	0.0	0.0	1.9	28	87.9	6	116	
IBIZA	THOMAS COOK AIRLINES LTD	S	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	2	5	
IBIZA	TUI AIRWAYS LTD	C	11	0	0	9.1	36.4	36.4	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	90.9	7	22	
<b>TOTAL IBIZA</b>			<b>256</b>	<b>0</b>	<b>3</b>	<b>2.7</b>	<b>20.1</b>	<b>36.3</b>	<b>14.3</b>	<b>11.6</b>	<b>6.9</b>	<b>3.9</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>30</b>	<b>81.4</b>	<b>11</b>	<b>279</b>	
JEREZ	RYANAIR	S	32	0	2	0.0	23.5	58.8	5.9	0.0	0.0	2.9	2.9	0.0	0.0	5.9	17	88.9	6	36	
<b>TOTAL JEREZ</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>23.5</b>	<b>58.8</b>	<b>5.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>17</b>	<b>88.9</b>	<b>6</b>	<b>36</b>	
LEON	EVELOP	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 LEON</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>22</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
MADRID	RYANAIR	S	242	0	6	2.0	16.5	35.5	16.9	18.1	5.6	1.6	0.0	1.2	0.0	2.4	26	81.0	16	248	
<b>TOTAL MADRID</b>			<b>242</b>	<b>0</b>	<b>6</b>	<b>2.0</b>	<b>16.5</b>	<b>35.5</b>	<b>16.9</b>	<b>18.1</b>	<b>5.6</b>	<b>1.6</b>	<b>0.0</b>	<b>1.2</b>	<b>0.0</b>	<b>2.4</b>	<b>26</b>	<b>81.0</b>	<b>16</b>	<b>248</b>	
MAHON	JET2.COM LTD	S	24	0	0	0.0	41.7	37.5	12.5	4.2	4.2	0.0	0.0	0.0	0.0	0.0	10	90.0	4	20	
MAHON	THOMAS COOK AIRLINES LTD	S	14	0	0	0.0	14.3	50.0	7.1	0.0	14.3	0.0	0.0	14.3	0.0	0.0	222	100.0	2	16	
MAHON	TUI AIRWAYS LTD	C	14	0	0	0.0	14.3	78.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	93.8	3	16	
<b>TOTAL MAHON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.9</b>	<b>51.9</b>	<b>9.6</b>	<b>1.9</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>94.2</b>	<b>3</b>	<b>52</b>	
MALAGA	BA CITYFLYER 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	37	0.0	61	3	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	90	0	0	3.3	35.6	33.3	6.7	6.7	7.8	6.7	0.0	0.0	0.0	0.0	21	75.3	10	81	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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	JET2.COM LTD	S	62	0	0	1.6	24.2	46.8	14.5	1.6	4.8	3.2	3.2	0.0	0.0	0.0	23	75.0	11	48	
MALAGA	PRIMERA AIR SCANDINAVIA	S	62	0	0	0.0	6.5	41.9	16.1	14.5	9.7	4.8	3.2	3.2	0.0	0.0	77	0.0	0	0	
MALAGA	RYANAIR	S	140	0	1	0.7	9.9	36.2	23.4	19.1	5.0	4.3	0.7	0.0	0.0	0.7	28	73.6	12	140	
<b>TOTAL MALAGA</b>			<b>358</b>	<b>0</b>	<b>1</b>	<b>1.4</b>	<b>18.1</b>	<b>38.2</b>	<b>16.4</b>	<b>12.3</b>	<b>6.7</b>	<b>4.7</b>	<b>1.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.3</b>	<b>34</b>	<b>73.5</b>	<b>12</b>	<b>272</b>	
MURCIA SAN JAVIER	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	
MURCIA SAN JAVIER	RYANAIR	S	72	0	5	1.3	15.6	36.4	24.7	10.4	3.9	1.3	0.0	0.0	0.0	6.5	21	85.0	7	80	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>73</b>	<b>0</b>	<b>5</b>	<b>1.3</b>	<b>15.4</b>	<b>37.2</b>	<b>24.4</b>	<b>10.3</b>	<b>3.8</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>20</b>	<b>85.0</b>	<b>7</b>	<b>80</b>	
PALMA DE MALLORCA	BA CITYFLYER LTD	S	8	0	0	0.0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	24	66.7	11	12	
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	78	0	1	0.0	21.5	36.7	10.1	11.4	12.7	6.3	0.0	0.0	0.0	1.3	30	77.1	12	83	
PALMA DE MALLORCA	JET2.COM LTD	S	74	0	0	4.1	31.1	36.5	2.7	12.2	8.1	2.7	0.0	2.7	0.0	0.0	58	76.7	9	60	
PALMA DE MALLORCA	RYANAIR	S	122	0	2	0.0	3.2	45.2	17.7	17.7	10.5	0.8	1.6	1.6	0.0	1.6	35	61.3	16	124	
PALMA DE MALLORCA	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	22.2	44.4	0.0	11.1	11.1	0.0	11.1	0.0	0.0	0.0	36	77.3	14	22	
PALMA DE MALLORCA	TUI AIRWAYS LTD	C	16	0	0	0.0	6.3	56.3	12.5	12.5	6.3	6.3	0.0	0.0	0.0	0.0	29	78.3	10	23	
<b>TOTAL PALMA DE MALLORCA</b>			<b>316</b>	<b>0</b>	<b>3</b>	<b>0.9</b>	<b>15.4</b>	<b>41.1</b>	<b>11.6</b>	<b>14.7</b>	<b>10.0</b>	<b>2.8</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.9</b>	<b>39</b>	<b>70.7</b>	<b>13</b>	<b>324</b>	
REUS	JET2.COM LTD	S	20	0	0	10.0	20.0	50.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	25	63.6	25	22	
REUS	RYANAIR	S	26	0	2	0.0	7.1	35.7	14.3	25.0	10.7	0.0	0.0	0.0	0.0	7.1	28	69.2	15	26	
REUS	THOMAS COOK AIRLINES 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	60	100.0	0	1	
<b>TOTAL REUS</b>			<b>47</b>	<b>0</b>	<b>2</b>	<b>4.1</b>	<b>12.2</b>	<b>40.8</b>	<b>12.2</b>	<b>16.3</b>	<b>6.1</b>	<b>0.0</b>	<b>4.1</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>27</b>	<b>67.3</b>	<b>19</b>	<b>49</b>	
SALAMANCA	EVELOP	C	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0	
<b>TOTAL SALAMANCA</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>57</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
SANTANDER	RYANAIR	S	36	0	7	2.3	11.6	20.9	18.6	20.9	9.3	0.0	0.0	0.0	0.0	16.3	26	65.9	14	44	
<b>TOTAL SANTANDER</b>			<b>36</b>	<b>0</b>	<b>7</b>	<b>2.3</b>	<b>11.6</b>	<b>20.9</b>	<b>18.6</b>	<b>20.9</b>	<b>9.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.3</b>	<b>26</b>	<b>65.9</b>	<b>14</b>	<b>44</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	44	0	0	13.6	31.8	29.5	15.9	6.8	2.3	0.0	0.0	0.0	0.0	0.0	10	91.5	8	47	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>13.6</b>	<b>31.8</b>	<b>29.5</b>	<b>15.9</b>	<b>6.8</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.5</b>	<b>8</b>	<b>47</b>	
SEVILLE	JET2.COM LTD	C	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
SEVILLE	RYANAIR	S	60	0	2	0.0	12.9	41.9	17.7	21.0	0.0	0.0	3.2	0.0	0.0	3.2	23	90.3	7	62	
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.1</b>	<b>42.2</b>	<b>17.2</b>	<b>20.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>22</b>	<b>90.3</b>	<b>7</b>	<b>62</b>	
VALENCIA	RYANAIR	S	60	0	2	0.0	6.5	46.8	22.6	16.1	1.6	3.2	0.0	0.0	0.0	3.2	23	79.0	11	62	
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>6.5</b>	<b>46.8</b>	<b>22.6</b>	<b>16.1</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>23</b>	<b>79.0</b>	<b>11</b>	<b>62</b>	
VALLADOLID	EVELOP	C	6	0	0	0.0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
<b>TOTAL VALLADOLID</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</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>42</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ZARAGOZA	RYANAIR	S	45	0	1	0.0	8.7	32.6	34.8	13.0	6.5	0.0	2.2	0.0	0.0	2.2	27	86.4	8	44	
<b>TOTAL ZARAGOZA</b>			<b>45</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>8.7</b>	<b>32.6</b>	<b>34.8</b>	<b>13.0</b>	<b>6.5</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>27</b>	<b>86.4</b>	<b>8</b>	<b>44</b>	
<b>TOTAL SPAIN</b>			<b>2361</b>	<b>0</b>	<b>54</b>	<b>1.6</b>	<b>17.4</b>	<b>36.0</b>	<b>16.7</b>	<b>14.1</b>	<b>6.9</b>	<b>2.8</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>2.2</b>	<b>33</b>	<b>77.7</b>	<b>12</b>	<b>2269</b>	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE											MAY 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>SPAIN(CANARY ISLANDS)</b>																					
ARRECIFE	JET2.COM LTD	S	44	0	0	4.5	22.7	27.3	25.0	9.1	6.8	0.0	4.5	0.0	0.0	0.0	27	78.6	9	28	
ARRECIFE	RYANAIR	S	44	0	0	0.0	4.5	43.2	31.8	11.4	0.0	4.5	4.5	0.0	0.0	0.0	30	75.0	11	44	
ARRECIFE	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	16.7	27.8	27.8	11.1	5.6	0.0	0.0	11.1	0.0	0.0	184	88.9	7	18	
<b>TOTAL ARRECIFE</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>14.2</b>	<b>34.0</b>	<b>28.3</b>	<b>10.4</b>	<b>3.8</b>	<b>1.9</b>	<b>3.8</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>55</b>	<b>78.9</b>	<b>9</b>	<b>90</b>	
FUERTEVENTURA	JET2.COM LTD	S	26	0	0	3.8	53.8	15.4	3.8	7.7	7.7	0.0	3.8	3.8	0.0	0.0	56	88.2	6	17	
FUERTEVENTURA	RYANAIR	S	36	0	0	5.6	25.0	47.2	8.3	0.0	8.3	5.6	0.0	0.0	0.0	0.0	20	94.1	3	34	
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	S	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	23	66.7	9	9	
FUERTEVENTURA	TUI AIRWAYS LTD	C	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	11	90.0	4	10	
<b>TOTAL FUERTEVENTURA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>32.5</b>	<b>38.8</b>	<b>6.3</b>	<b>6.3</b>	<b>7.5</b>	<b>2.5</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>88.6</b>	<b>5</b>	<b>70</b>	
LAS PALMAS	JET2.COM LTD	S	29	0	0	0.0	13.8	37.9	17.2	17.2	13.8	0.0	0.0	0.0	0.0	0.0	24	65.4	14	26	
LAS PALMAS	RYANAIR	S	46	0	0	4.3	19.6	43.5	17.4	8.7	2.2	4.3	0.0	0.0	0.0	0.0	20	79.5	10	44	
LAS PALMAS	TUI AIRWAYS LTD	C	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	10	
<b>TOTAL LAS PALMAS</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>18.1</b>	<b>43.4</b>	<b>16.9</b>	<b>10.8</b>	<b>6.0</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>77.5</b>	<b>10</b>	<b>80</b>	
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	53	0	0	0.0	13.2	45.3	18.9	15.1	3.8	0.0	0.0	3.8	0.0	0.0	38	84.2	6	38	
TENERIFE (SURREINA SOFIA)	RYANAIR	S	70	0	0	1.4	7.1	48.6	14.3	21.4	2.9	4.3	0.0	0.0	0.0	0.0	24	85.7	6	70	
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	S	18	0	0	0.0	11.1	50.0	5.6	0.0	22.2	11.1	0.0	0.0	0.0	0.0	39	88.9	8	18	
TENERIFE (SURREINA SOFIA)	TUI AIRWAYS LTD	C	8	0	0	0.0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	2	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>149</b>	<b>0</b>	<b>0</b>	<b>0.7</b>	<b>10.1</b>	<b>47.0</b>	<b>16.8</b>	<b>15.4</b>	<b>5.4</b>	<b>3.4</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>86.6</b>	<b>6</b>	<b>134</b>	
<b>TOTAL SPAIN(CANARY SWEDEN)</b>			<b>418</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>17.0</b>	<b>41.4</b>	<b>17.7</b>	<b>11.5</b>	<b>5.5</b>	<b>2.6</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>83.2</b>	<b>8</b>	<b>374</b>	
<b>SWEDEN</b>																					
GOTEBORG (LANDVETTER)	RYANAIR	S	78	0	0	9.0	17.9	29.5	17.9	19.2	5.1	1.3	0.0	0.0	0.0	0.0	20	84.1	10	88	
<b>TOTAL GOTEBORG (LANDVETTER)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>17.9</b>	<b>29.5</b>	<b>17.9</b>	<b>19.2</b>	<b>5.1</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>84.1</b>	<b>10</b>	<b>88</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	142	0	0	5.6	19.7	35.2	23.2	8.5	3.5	2.8	1.4	0.0	0.0	0.0	21	88.8	8	125	
STOCKHOLM (SKAVSTA)	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	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>19.7</b>	<b>35.2</b>	<b>23.2</b>	<b>8.5</b>	<b>3.5</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>88.2</b>	<b>8</b>	<b>127</b>	
VASTERAS	RYANAIR	S	32	0	2	0.0	20.6	41.2	14.7	14.7	2.9	0.0	0.0	0.0	0.0	5.9	15	93.2	4	44	
<b>TOTAL VASTERAS</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.6</b>	<b>41.2</b>	<b>14.7</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>15</b>	<b>93.2</b>	<b>4</b>	<b>44</b>	
<b>TOTAL SWEDEN</b>			<b>252</b>	<b>0</b>	<b>2</b>	<b>5.9</b>	<b>19.3</b>	<b>34.3</b>	<b>20.5</b>	<b>12.6</b>	<b>3.9</b>	<b>2.0</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>87.6</b>	<b>8</b>	<b>259</b>	
<b>SWITZERLAND</b>																					
BALE MULHOUSE	RYANAIR	S	62	0	0	0.0	12.9	41.9	14.5	19.4	4.8	0.0	6.5	0.0	0.0	0.0	31	83.9	8	62	
<b>TOTAL BALE MULHOUSE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>41.9</b>	<b>14.5</b>	<b>19.4</b>	<b>4.8</b>	<b>0.0</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>83.9</b>	<b>8</b>	<b>62</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	1	2	

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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													late	late
<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>100.0</b>	<b>1</b>	<b>2</b>		
<b>TOTAL SWITZERLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.9</b>	<b>41.9</b>	<b>14.5</b>	<b>19.4</b>	<b>4.8</b>	<b>0.0</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>84.4</b>	<b>8</b>	<b>64</b>		
<b>TUNISIA</b>																					
ENFIDHA - HAMMAMET INTL	THOMAS COOK AIRLINES LTD	S	10	0	0	10.0	20.0	50.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	13	0.0	0	0		
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10.0</b>	<b>20.0</b>	<b>50.0</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>13</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>10.0</b>	<b>20.0</b>	<b>50.0</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>13</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	90.0	6	10		
ANTALYA	JET2.COM LTD	S	29	0	1	0.0	3.3	36.7	26.7	16.7	6.7	0.0	0.0	6.7	0.0	3.3	78	0.0	0	0	
ANTALYA	THOMAS COOK AIRLINES LTD	S	43	0	0	0.0	2.3	20.9	16.3	20.9	20.9	9.3	7.0	2.3	0.0	0.0	94	66.7	14	24	
ANTALYA	TUI AIRWAYS LTD	C	7	0	0	0.0	0.0	71.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	13	44.4	28	9		
<b>TOTAL ANTALYA</b>			<b>79</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>2.5</b>	<b>31.3</b>	<b>20.0</b>	<b>18.8</b>	<b>13.8</b>	<b>5.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>1.3</b>	<b>81</b>	<b>67.4</b>	<b>15</b>	<b>43</b>	
BODRUM (MILAS)	EASYJET AIRLINE COMPANY LTD	S	17	0	1	0.0	5.6	33.3	16.7	11.1	16.7	11.1	0.0	0.0	0.0	5.6	40	88.9	5	18	
BODRUM (MILAS)	JET2.COM LTD	S	19	0	0	10.5	10.5	15.8	21.1	21.1	21.1	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0	
BODRUM (MILAS)	PEGASUS AIRLINES	S	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
<b>TOTAL BODRUM (MILAS)</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>5.4</b>	<b>8.1</b>	<b>24.3</b>	<b>18.9</b>	<b>16.2</b>	<b>18.9</b>	<b>5.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>36</b>	<b>89.5</b>	<b>5</b>	<b>19</b>	
DALAMAN	EASYJET AIRLINE COMPANY LTD	S	35	0	0	0.0	14.3	42.9	14.3	20.0	5.7	2.9	0.0	0.0	0.0	23	62.2	20	36		
DALAMAN	JET2.COM LTD	S	19	0	0	5.3	10.5	52.6	10.5	5.3	5.3	0.0	10.5	0.0	0.0	36	0.0	0	0		
DALAMAN	THOMAS COOK AIRLINES LTD	S	45	0	0	2.2	13.3	28.9	15.6	13.3	11.1	4.4	4.4	6.7	0.0	0.0	82	83.3	7	36	
DALAMAN	TUI AIRWAYS LTD	C	15	0	0	0.0	0.0	60.0	6.7	26.7	6.7	0.0	0.0	0.0	0.0	22	100.0	2	11		
<b>TOTAL DALAMAN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>11.4</b>	<b>41.2</b>	<b>13.2</b>	<b>15.8</b>	<b>7.9</b>	<b>2.6</b>	<b>3.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>76.2</b>	<b>12</b>	<b>83</b>	
ISTANBUL	ATLASJET INTERNATIONAL	S	44	0	0	25.0	22.7	20.5	11.4	15.9	2.3	2.3	0.0	0.0	0.0	16	98.4	3	62		
<b>TOTAL ISTANBUL</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>25.0</b>	<b>22.7</b>	<b>20.5</b>	<b>11.4</b>	<b>15.9</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>98.4</b>	<b>3</b>	<b>62</b>		
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	186	0	1	26.7	25.1	33.7	8.0	4.8	1.1	0.0	0.0	0.0	0.0	7	76.3	10	169		
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>186</b>	<b>0</b>	<b>1</b>	<b>26.7</b>	<b>25.1</b>	<b>33.7</b>	<b>8.0</b>	<b>4.8</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>7</b>	<b>76.3</b>	<b>10</b>	<b>169</b>		
IZMIR (ADNAN MENDERES)	PEGASUS AIRLINES	S	28	0	0	21.4	21.4	35.7	17.9	3.6	0.0	0.0	0.0	0.0	0.0	8	92.3	4	26		
<b>TOTAL IZMIR (ADNAN MENDERES)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>21.4</b>	<b>35.7</b>	<b>17.9</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>92.3</b>	<b>4</b>	<b>26</b>		
<b>TOTAL TURKEY</b>			<b>487</b>	<b>0</b>	<b>3</b>	<b>14.5</b>	<b>16.5</b>	<b>33.3</b>	<b>12.9</b>	<b>11.4</b>	<b>6.1</b>	<b>2.0</b>	<b>1.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>32</b>	<b>80.4</b>	<b>9</b>	<b>402</b>	
<b>UNITED KINGDOM</b>																					
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	235	0	2	2.1	35.4	27.4	10.1	7.2	8.0	8.0	0.8	0.0	0.0	0.8	28	70.7	16	242	
BELFAST INTERNATIONAL	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	2	0.0	0	0		
BELFAST INTERNATIONAL	RYANAIR	S	186	0	0	10.2	31.2	31.2	9.7	10.2	5.9	1.6	0.0	0.0	0.0	15	0.0	0	0		

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - FULL FOR MAY 2018

Reporting Airport: STANSTED (Full Analysis)

		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE												MAY 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 BELFAST INTERNATIONAL</b>			<b>423</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>33.6</b>	<b>29.2</b>	<b>9.9</b>	<b>8.5</b>	<b>7.1</b>	<b>5.2</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>22</b>	<b>70.7</b>	<b>16</b>	<b>242</b>	
CITY OF DERRY (EGLINTON)	AERO4M	S	0	0	0	0.0	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	
CITY OF DERRY (EGLINTON)	BMI REGIONAL	S	108	0	8	5.2	31.9	34.5	6.0	6.0	6.0	3.4	0.0	0.0	0.0	6.9	18	67.9	26	109	
CITY OF DERRY (EGLINTON)	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	50.0	14	2	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>108</b>	<b>0</b>	<b>8</b>	<b>5.2</b>	<b>31.9</b>	<b>34.5</b>	<b>6.0</b>	<b>6.0</b>	<b>6.0</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>18</b>	<b>67.0</b>	<b>26</b>	<b>112</b>	
DUNDEE	LOGANAIR LTD	S	100	0	0	6.0	33.0	32.0	14.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	12	81.0	13	100	
<b>TOTAL DUNDEE</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>33.0</b>	<b>32.0</b>	<b>14.0</b>	<b>14.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.0</b>	<b>13</b>	<b>100</b>	
EAST MIDLANDS INTERNATIONAL	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	53	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>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</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>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	221	0	3	6.7	27.2	23.2	13.4	12.5	11.2	1.3	2.7	0.4	0.0	1.3	29	64.5	24	228	
EDINBURGH	RYANAIR	S	234	0	0	4.3	9.8	23.9	20.5	24.8	13.7	2.6	0.4	0.0	0.0	0.0	33	74.1	11	232	
<b>TOTAL EDINBURGH</b>			<b>455</b>	<b>0</b>	<b>3</b>	<b>5.5</b>	<b>18.3</b>	<b>23.6</b>	<b>17.0</b>	<b>18.8</b>	<b>12.4</b>	<b>2.0</b>	<b>1.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>31</b>	<b>69.3</b>	<b>17</b>	<b>460</b>	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	178	0	0	2.8	36.0	31.5	11.8	8.4	7.3	2.2	0.0	0.0	0.0	0.0	17	86.5	7	170	
GLASGOW	RYANAIR	S	156	0	6	1.9	13.6	34.6	14.8	21.6	9.9	0.0	0.0	0.0	0.0	3.7	25	81.5	10	162	
GLASGOW	STOBART 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	13	0.0	0	0	
<b>TOTAL GLASGOW</b>			<b>335</b>	<b>0</b>	<b>6</b>	<b>2.3</b>	<b>25.2</b>	<b>33.1</b>	<b>13.2</b>	<b>14.7</b>	<b>8.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>21</b>	<b>84.0</b>	<b>8</b>	<b>332</b>	
GUERNSEY	AURIGNY AIR SERVICES	S	62	0	0	6.5	30.6	37.1	14.5	6.5	1.6	3.2	0.0	0.0	0.0	0.0	14	75.9	8	52	
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>30.6</b>	<b>37.1</b>	<b>14.5</b>	<b>6.5</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>14</b>	<b>75.9</b>	<b>8</b>	<b>52</b>	
MANCHESTER	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	5	1	
<b>TOTAL MANCHESTER</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>5</b>	<b>1</b>	
NEWQUAY	FLYBE LTD	S	6	0	0	0.0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	72.6	19	62	
<b>TOTAL NEWQUAY</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>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>10</b>	<b>72.6</b>	<b>19</b>	<b>62</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1490</b>	<b>0</b>	<b>19</b>	<b>4.8</b>	<b>26.7</b>	<b>29.4</b>	<b>12.9</b>	<b>13.2</b>	<b>8.3</b>	<b>2.7</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>74.2</b>	<b>15</b>	<b>1361</b>	
<b>USA</b>																					
BOSTON	PRIMERA AIR SCANDINAVIA	S	14	0	0	7.1	21.4	50.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
<b>TOTAL BOSTON</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>21.4</b>	<b>50.0</b>	<b>14.3</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEW YORK (NEWARK)	PRIMERA AIR SCANDINAVIA	S	46	0	1	6.4	23.4	34.0	17.0	10.6	4.3	2.1	0.0	0.0	0.0	2.1	18	0.0	0	0	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>6.4</b>	<b>23.4</b>	<b>34.0</b>	<b>17.0</b>	<b>10.6</b>	<b>4.3</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>18</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
ORLANDO	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	100.0	0	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>100.0</b>	<b>0</b>	<b>1</b>	
SANFORD	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	10	2	
<b>TOTAL SANFORD</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	

Reporting Airport: STANSTED (Full Analysis)

ORIGIN/DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE											MAY 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
TOTAL USA		60	0	1	6.6	23.0	37.7	16.4	9.8	3.3	1.6	0.0	0.0	0.0	1.6	16	100.0	7	3
TOTAL STANSTED		15717	0	362	3.4	17.2	34.0	16.4	14.8	7.6	2.4	1.6	0.5	0.0	2.3	30	80.6	11	14626



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

		Origin/Destinations: A																	MAY 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	
A CORUNA																							
	HEATHROW	VUELING AIRLINES	S	A	30	0	1	0.0	29.0	35.5	19.4	9.7	3.2	0.0	0.0	0.0	0.0	3.2	16	96.7	5	30	
	HEATHROW	VUELING AIRLINES	S	D	30	0	1	0.0	38.7	35.5	9.7	6.5	3.2	3.2	0.0	0.0	0.0	3.2	14	90.0	8	30	
<b>TOTAL A CORUNA</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>33.9</b>	<b>35.5</b>	<b>14.5</b>	<b>8.1</b>	<b>3.2</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.2</b>	<b>15</b>	<b>93.3</b>	<b>7</b>	<b>60</b>	
AALBORG																							
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	14	0	0	7.1	7.1	42.9	0.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	35	61.5	23	13	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	14	0	0	0.0	50.0	21.4	0.0	7.1	21.4	0.0	0.0	0.0	0.0	0.0	19	76.9	19	13	
	STANSTED	RYANAIR	S	A	18	0	0	0.0	0.0	33.3	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	STANSTED	RYANAIR	S	D	18	0	0	0.0	5.6	33.3	33.3	16.7	11.1	0.0	0.0	0.0	0.0	0.0	26	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 AALBORG</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>14.1</b>	<b>32.8</b>	<b>14.1</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>29</b>	<b>70.4</b>	<b>20</b>	<b>27</b>	
AARHUS (TIRSTRUP)																							
	STANSTED	RYANAIR	S	A	30	0	1	6.5	38.7	25.8	12.9	3.2	9.7	0.0	0.0	0.0	0.0	3.2	14	83.9	6	31	
	STANSTED	RYANAIR	S	D	30	0	1	0.0	19.4	51.6	12.9	9.7	3.2	0.0	0.0	0.0	0.0	3.2	14	90.3	5	31	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>29.0</b>	<b>38.7</b>	<b>12.9</b>	<b>6.5</b>	<b>6.5</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>87.1</b>	<b>6</b>	<b>62</b>	
ABERDEEN																							
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	33	0	0	15.2	66.7	9.1	3.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	136	96.8	1	31	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	31	0	0	0.0	48.4	41.9	0.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	6	96.8	3	31	
	BIRMINGHAM	FLYBE LTD	S	A	79	0	0	26.6	55.7	11.4	1.3	2.5	2.5	0.0	0.0	0.0	0.0	0.0	5	83.0	7	111	
	BIRMINGHAM	FLYBE LTD	S	D	79	0	0	0.0	24.1	55.7	11.4	3.8	3.8	1.3	0.0	0.0	0.0	0.0	12	65.2	18	111	
	BRISTOL	BMI REGIONAL	S	A	21	0	2	4.3	34.8	43.5	4.3	4.3	0.0	0.0	0.0	0.0	0.0	8.7	6	64.5	17	30	
	BRISTOL	BMI REGIONAL	S	D	23	0	1	0.0	45.8	37.5	8.3	4.2	0.0	0.0	0.0	0.0	0.0	4.2	5	48.3	59	28	
	CARDIFF WALES	EASTERN AIRWAYS	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	CARDIFF WALES	EASTERN AIRWAYS	S	D	16	0	2	0.0	33.3	33.3	5.6	11.1	5.6	0.0	0.0	0.0	0.0	11.1	13	77.3	7	22	
	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	100.0	1	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	0.0	185	1	
	JERSEY	FLYBE LTD	S	A	4	0	0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	20	4	
	JERSEY	FLYBE LTD	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	25	4	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	54	0	16	20.0	21.4	11.4	5.7	10.0	2.9	1.4	4.3	0.0	0.0	22.9	28	65.2	18	58	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	55	0	12	0.0	19.4	35.8	4.5	4.5	6.0	4.5	7.5	0.0	0.0	17.9	37	81.8	16	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	1	17.2	29.3	22.4	10.3	5.2	5.2	3.4	5.2	0.0	0.0	1.7	27	66.1	32	59	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	1.7	37.9	32.8	6.9	6.9	3.4	6.9	3.4	0.0	0.0	0.0	27	79.3	11	58
	HEATHROW	BRITISH AIRWAYS PLC	S	A	195	0	2	20.3	51.3	18.3	4.1	3.0	1.5	0.0	0.5	0.0	0.0	1.0	6	91.7	6	217
	HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	2	0.0	48.2	42.1	3.6	2.0	2.5	0.0	0.5	0.0	0.0	1.0	7	84.5	7	219
	HEATHROW	FLYBE LTD	S	A	85	0	0	18.8	48.2	20.0	7.1	2.4	3.5	0.0	0.0	0.0	0.0	0.0	7	91.4	7	81
	HEATHROW	FLYBE LTD	S	D	85	0	0	0.0	50.6	40.0	4.7	1.2	3.5	0.0	0.0	0.0	0.0	0.0	7	91.4	6	81
	LONDON CITY	FLYBE LTD	S	A	49	0	0	8.2	22.4	36.7	10.2	8.2	12.2	2.0	0.0	0.0	0.0	0.0	22	92.3	5	52
	LONDON CITY	FLYBE LTD	S	D	49	0	0	0.0	14.3	32.7	24.5	10.2	16.3	2.0	0.0	0.0	0.0	0.0	29	86.5	11	52
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	0.0	31.8	22.7	13.6	9.1	13.6	9.1	0.0	0.0	0.0	0.0	33	74.1	18	27
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	27.3	31.8	9.1	13.6	9.1	9.1	0.0	0.0	0.0	0.0	30	67.9	21	28
	MANCHESTER	FLYBE LTD	S	A	161	0	1	7.4	54.9	25.3	3.7	1.2	3.1	2.5	0.6	0.6	0.0	0.6	18	91.4	4	163
	MANCHESTER	FLYBE LTD	S	D	161	0	1	0.6	22.2	60.5	5.6	5.6	2.5	1.9	0.6	0.0	0.0	0.6	11	90.8	6	163
	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	66.7	21	69
	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	78.3	12	69
	NEWCASTLE	FLYBE LTD	S	A	63	0	10	17.8	28.8	19.2	9.6	2.7	6.8	1.4	0.0	0.0	0.0	13.7	13	0.0	0	0
	NEWCASTLE	FLYBE LTD	S	D	66	0	6	0.0	12.5	45.8	15.3	4.2	9.7	2.8	1.4	0.0	0.0	8.3	24	0.0	0	0
	SOUTHAMPTON	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	62.1	21	58
	SOUTHAMPTON	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.4	20	57
	SOUTHAMPTON	FLYBE LTD	S	A	45	0	1	32.6	30.4	8.7	6.5	10.9	4.3	2.2	2.2	0.0	0.0	2.2	18	100.0	0	2
	SOUTHAMPTON	FLYBE LTD	S	D	42	0	8	2.0	44.0	30.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	16.0	7	100.0	4	2
	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	83.6	4	56
	DURHAM TEES VALLEY	EASTERN AIRWAYS	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	84.1	23	62
	DURHAM TEES VALLEY	FLYBE LTD	S	A	62	0	3	0.0	29.2	41.5	12.3	6.2	3.1	3.1	0.0	0.0	0.0	4.6	17	0.0	0	0
	DURHAM TEES VALLEY	FLYBE LTD	S	D	62	0	3	3.1	27.7	40.0	10.8	1.5	6.2	4.6	1.5	0.0	0.0	4.6	20	0.0	0	0
<b>TOTAL ABERDEEN</b>					<b>1880</b>	<b>0</b>	<b>72</b>	<b>8.1</b>	<b>37.7</b>	<b>32.5</b>	<b>6.8</b>	<b>4.2</b>	<b>4.2</b>	<b>1.7</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>3.7</b>	<b>17</b>	<b>81.9</b>	<b>12</b>	<b>2069</b>
ABU DHABI INTERNATIONAL																						
	EDINBURGH	ETIHAD AIRWAYS	S	A	22	0	0	36.4	54.5	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	95.5	3	22
	EDINBURGH	ETIHAD AIRWAYS	S	D	22	0	0	0.0	45.5	50.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.9	5	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	8.0	76.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	25	0	0	0.0	12.0	60.0	4.0	8.0	16.0	0.0	0.0	0.0	0.0	0.0	23	89.7	7	29
	HEATHROW	ETIHAD AIRWAYS	S	A	93	0	0	43.0	31.2	15.1	3.2	5.4	1.1	0.0	0.0	1.1	0.0	0.0	11	92.5	4	93

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

		Origin/Destinations: A																	MAY 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
	HEATHROW	ETIHAD AIRWAYS	S	D	93	0	0	2.2	22.6	48.4	10.8	9.7	5.4	0.0	0.0	1.1	0.0	0.0	19	89.2	5	93
	MANCHESTER	ETIHAD AIRWAYS	S	A	62	0	0	40.3	35.5	19.4	3.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2	82.3	12	62
	MANCHESTER	ETIHAD AIRWAYS	S	D	62	0	0	9.7	37.1	41.9	6.5	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	87.1	6	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>404</b>	<b>0</b>	<b>0</b>	<b>20.5</b>	<b>34.4</b>	<b>31.4</b>	<b>5.7</b>	<b>5.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>89.8</b>	<b>6</b>	<b>412</b>
ABUJA																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	32.3	29.0	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	93.3	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	58.1	6.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	10	93.3	6	30
<b>TOTAL ABUJA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>27.4</b>	<b>43.5</b>	<b>3.2</b>	<b>8.1</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>93.3</b>	<b>8</b>	<b>60</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	23	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	22.6	41.9	12.9	9.7	3.2	3.2	3.2	0.0	0.0	0.0	24	90.0	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	0.0	38.7	32.3	9.7	16.1	0.0	3.2	0.0	0.0	0.0	34	53.3	23	30
<b>TOTAL ACCRA</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>11.1</b>	<b>39.7</b>	<b>23.8</b>	<b>9.5</b>	<b>9.5</b>	<b>1.6</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>71.7</b>	<b>13</b>	<b>60</b>
ADDIS ABABA																						
	HEATHROW	ETHIOPIAN AIRLINES	S	A	31	0	0	29.0	25.8	29.0	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	87.1	13	31
	HEATHROW	ETHIOPIAN AIRLINES	S	D	31	0	0	0.0	22.6	41.9	16.1	12.9	3.2	3.2	0.0	0.0	0.0	0.0	21	83.9	9	31
<b>TOTAL ADDIS ABABA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>24.2</b>	<b>35.5</b>	<b>11.3</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>15</b>	<b>85.5</b>	<b>11</b>	<b>62</b>
ADLER / SOCHI																						
	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	50.0	31	2
<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>50.0</b>	<b>31</b>	<b>2</b>
AGADIR (AL MASSIRA)																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	0.0	57.1	7.1	14.3	0.0	14.3	7.1	0.0	0.0	0.0	0.0	25	76.9	10	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	7.1	64.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	13	61.5	13	13
	GATWICK	TUI AIRWAYS 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	12	77.8	12	9
	GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	16	9
	STANSTED	RYANAIR	S	A	9	0	0	0.0	11.1	33.3	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	28	77.8	14	9
	STANSTED	RYANAIR	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	31	77.8	10	9
	MANCHESTER	AIR ARABIA MAROC	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	1	0.0	0	0
	MANCHESTER	AIR ARABIA MAROC	S	D	9	0	0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	MANCHESTER	TUI AIRWAYS 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	3	77.8	19	9

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

		Origin/Destinations: A																		MAY 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	
								8.2	29.6	32.7	18.4	4.1	4.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	33.3	22.2	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	7	9	
<b>TOTAL AGADIR (AL MASSIRA)</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>8.2</b>	<b>29.6</b>	<b>32.7</b>	<b>18.4</b>	<b>4.1</b>	<b>4.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>77.5</b>	<b>13</b>	<b>80</b>	
AHMEDABAD																							
	HEATHROW	AIR INDIA	S	A	17	0	0	88.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	83.3	9	18	
	HEATHROW	AIR INDIA	S	D	18	0	0	11.1	16.7	33.3	22.2	11.1	0.0	5.6	0.0	0.0	0.0	0.0	20	76.5	41	17	
<b>TOTAL AHMEDABAD</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>48.6</b>	<b>14.3</b>	<b>17.1</b>	<b>11.4</b>	<b>5.7</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>80.0</b>	<b>25</b>	<b>35</b>	
AJACCIO																							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	43	100.0	0	4	
	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	15	100.0	6	4	
	STANSTED	AIR CORSICA	S	A	9	0	0	0.0	0.0	66.7	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0	
	STANSTED	AIR CORSICA	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	32	0.0	0	0	
<b>TOTAL AJACCIO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>42.3</b>	<b>19.2</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>29</b>	<b>100.0</b>	<b>3</b>	<b>8</b>	
AKUREYRI																							
	CARDIFF WALES	ICELANDAIR	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 AKUREYRI</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>	
ALDERNEY																							
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	A	89	0	16	8.6	40.0	12.4	2.9	7.6	6.7	2.9	2.9	1.0	0.0	15.2	28	74.3	23	101	
	SOUTHAMPTON	AURIGNY AIR SERVICES	S	D	89	0	17	10.4	36.8	14.2	4.7	5.7	4.7	2.8	3.8	0.9	0.0	16.0	30	72.5	23	102	
<b>TOTAL ALDERNEY</b>					<b>178</b>	<b>0</b>	<b>33</b>	<b>9.5</b>	<b>38.4</b>	<b>13.3</b>	<b>3.8</b>	<b>6.6</b>	<b>5.7</b>	<b>2.8</b>	<b>3.3</b>	<b>0.9</b>	<b>0.0</b>	<b>15.6</b>	<b>29</b>	<b>73.4</b>	<b>23</b>	<b>203</b>	
ALESUND																							
	BIRMINGHAM	GAINJET AVIATION	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	C	A	0	0	0	0.0	0.0	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)	WIDEROE FLYVESELSKAP A/S	C	D	0	0	0	0.0	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 ALESUND</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>50.0</b>	<b>10</b>	<b>2</b>	
ALGHERO (FERTILIA)																							
	BIRMINGHAM	TUI AIRWAYS LTD	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	40	0.0	31	2	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	33.3	19	3	
	GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	32	100.0	0	2	
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	4	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	15.4	23.1	15.4	7.7	23.1	7.7	0.0	0.0	0.0	0.0	7.7	23	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	8.3	58.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAY 2017		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat										
STANSTED	RYANAIR	S	A	14	0	0	0.0	7.1	35.7	21.4	14.3	7.1	7.1	7.1	0.0	0.0	0.0	46	92.3	4	13																	
STANSTED	RYANAIR	S	D	14	0	0	0.0	0.0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	32	92.3	7	13																	
MANCHESTER	TUI AIRWAYS LTD	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	61	66.7	20	3																	
MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	75.0	13	4																	
<b>TOTAL ALGHERO (FERTILIA)</b>				<b>71</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>9.7</b>	<b>33.3</b>	<b>22.2</b>	<b>19.4</b>	<b>8.3</b>	<b>1.4</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>28</b>	<b>81.8</b>	<b>9</b>	<b>44</b>																	
ALGIERS																																						
GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	1	30.0	40.0	10.0	5.0	5.0	0.0	5.0	0.0	0.0	0.0	5.0	12	88.5	8	26																	
GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	1	0.0	40.0	40.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	7	88.5	7	26																	
HEATHROW	AIR ALGERIE	S	A	19	0	0	10.5	15.8	15.8	26.3	26.3	0.0	5.3	0.0	0.0	0.0	0.0	25	81.0	18	21																	
HEATHROW	AIR ALGERIE	S	D	19	0	0	0.0	26.3	26.3	21.1	15.8	5.3	5.3	0.0	0.0	0.0	0.0	24	95.2	14	21																	
<b>TOTAL ALGIERS</b>				<b>76</b>	<b>0</b>	<b>2</b>	<b>10.3</b>	<b>30.8</b>	<b>23.1</b>	<b>15.4</b>	<b>11.5</b>	<b>2.6</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>	<b>17</b>	<b>88.3</b>	<b>11</b>	<b>94</b>																	
ALICANTE																																						
ABERDEEN	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	75.0	10	8																	
ABERDEEN	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13	50.0	22	8																	
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	76.9	9	13																	
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	69.2	12	13																	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	7.9	47.4	21.1	7.9	5.3	2.6	2.6	2.6	2.6	0.0	0.0	55	82.5	44	40																	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	0.0	5.1	71.8	12.8	2.6	5.1	2.6	0.0	0.0	0.0	0.0	17	90.0	5	40																	
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	19	0	0	31.6	47.4	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	3	16																	
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	19	0	0	0.0	21.1	78.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	81.3	5	16																	
BELFAST INTERNATIONAL	RYANAIR	S	A	22	0	0	0.0	13.6	50.0	13.6	13.6	9.1	0.0	0.0	0.0	0.0	0.0	16	69.6	11	23																	
BELFAST INTERNATIONAL	RYANAIR	S	D	22	0	0	0.0	0.0	54.5	31.8	9.1	4.5	0.0	0.0	0.0	0.0	0.0	20	87.0	10	23																	
BIRMINGHAM	JET2.COM LTD	S	A	47	0	0	25.5	42.6	12.8	6.4	4.3	6.4	2.1	0.0	0.0	0.0	0.0	11	64.0	21	25																	
BIRMINGHAM	JET2.COM LTD	S	D	48	0	0	0.0	16.7	56.3	8.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	19	72.0	13	25																	
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	68.9	20	45																	
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	55.6	21	45																	
BIRMINGHAM	RYANAIR	S	A	42	0	1	9.3	60.5	11.6	4.7	4.7	2.3	0.0	2.3	2.3	0.0	2.3	25	77.3	11	44																	
BIRMINGHAM	RYANAIR	S	D	43	0	1	0.0	6.8	65.9	9.1	6.8	2.3	4.5	2.3	0.0	0.0	2.3	24	77.3	10	44																	
BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	31	66.7	30	9																	
BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	11	9																	
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	13																	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		PERCENTAGE OF FLIGHTS LATE												MAY 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)
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	76.9	8	13	
BOURNEMOUTH	RYANAIR	S	A	17	0	0	0.0	35.3	41.2	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9	94.4	79	18	
BOURNEMOUTH	RYANAIR	S	D	17	0	0	5.9	23.5	64.7	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	94.4	3	18	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	1.6	30.6	37.1	14.5	8.1	6.5	0.0	1.6	0.0	0.0	0.0	18	79.0	10	62	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	0.0	11.3	51.6	21.0	8.1	8.1	0.0	0.0	0.0	0.0	0.0	19	66.1	15	62	
BRISTOL	RYANAIR	S	A	33	0	1	5.9	32.4	17.6	11.8	11.8	17.6	0.0	0.0	0.0	0.0	2.9	26	77.1	15	35	
BRISTOL	RYANAIR	S	D	34	0	1	0.0	14.3	34.3	11.4	17.1	11.4	5.7	0.0	2.9	0.0	2.9	45	71.4	18	35	
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	1	75.0	12	4	
BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	50	4	
CARDIFF WALES	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	33	55.6	15	9	
CARDIFF WALES	TUI AIRWAYS LTD	C	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	1	88.9	6	9	
CARDIFF WALES	VUELING AIRLINES	S	A	23	0	0	0.0	13.0	47.8	21.7	8.7	4.3	4.3	0.0	0.0	0.0	0.0	21	100.0	1	23	
CARDIFF WALES	VUELING AIRLINES	S	D	23	0	0	0.0	8.7	26.1	39.1	17.4	8.7	0.0	0.0	0.0	0.0	0.0	26	91.3	5	23	
DONCASTER SHEFFIELD	FLYBE LTD	S	A	13	0	0	7.7	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	61.5	75	13	
DONCASTER SHEFFIELD	FLYBE LTD	S	D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	49	13	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	66.7	11	9	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	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	88.9	7	9	
EAST MIDLANDS INTERNATIONAL	FAI FLIGHT-AMBULANCE SERVICE	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	98	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	38	0	0	18.4	55.3	21.1	2.6	0.0	0.0	0.0	2.6	0.0	0.0	0.0	11	72.2	9	36	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	38	0	0	0.0	44.7	50.0	0.0	2.6	2.6	0.0	0.0	0.0	0.0	0.0	6	94.6	6	37	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	74	0	0	2.7	29.7	40.5	6.8	12.2	5.4	1.4	1.4	0.0	0.0	0.0	19	76.0	14	75	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	75	0	0	0.0	13.3	70.7	6.7	1.3	5.3	1.3	0.0	1.3	0.0	0.0	18	85.5	7	76	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	22.2	11.1	44.4	0.0	0.0	0.0	0.0	0.0	0.0	22	66.7	13	9	
EAST MIDLANDS INTERNATIONAL	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	0.0	12	100.0	5	9	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	77.8	10	9	
EDINBURGH	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	7	66.7	17	9	
EDINBURGH	JET2.COM LTD	S	A	19	0	0	10.5	52.6	26.3	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	4	52.2	17	23	
EDINBURGH	JET2.COM LTD	S	D	19	0	0	0.0	26.3	68.4	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.0	5	23	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	A	27	0	0	3.7	63.0	14.8	0.0	11.1	3.7	0.0	3.7	0.0	0.0	0.0	17	92.6	4	27		
EDINBURGH	RYANAIR	S	D	27	0	0	0.0	29.6	51.9	7.4	0.0	3.7	3.7	3.7	0.0	0.0	0.0	21	85.2	6	27		
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	92.3	2	13		
EDINBURGH	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	3	13		
EXETER	FLYBE LTD	S	A	18	0	0	5.6	38.9	33.3	5.6	11.1	0.0	5.6	0.0	0.0	0.0	0.0	16	61.1	17	18		
EXETER	FLYBE LTD	S	D	17	0	0	0.0	0.0	70.6	11.8	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	61.1	24	18		
GLASGOW	BA CITYFLYER 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	12	0.0	0	0		
GLASGOW	BA CITYFLYER 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	0.0	0	0		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	31.4	48.6	8.6	2.9	5.7	2.9	0.0	0.0	0.0	0.0	0.0	6	83.3	7	36		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	0.0	65.7	28.6	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	3	88.6	7	35		
GLASGOW	JET2.COM LTD	S	A	28	0	0	10.7	67.9	14.3	3.6	0.0	0.0	0.0	3.6	0.0	0.0	0.0	13	60.7	13	28		
GLASGOW	JET2.COM LTD	S	D	28	0	0	0.0	60.7	28.6	7.1	0.0	0.0	3.6	0.0	0.0	0.0	0.0	7	92.9	4	28		
GLASGOW	RYANAIR	S	A	14	0	0	0.0	14.3	50.0	21.4	0.0	7.1	0.0	7.1	0.0	0.0	0.0	38	76.9	10	13		
GLASGOW	RYANAIR	S	D	14	0	0	0.0	7.1	64.3	14.3	0.0	0.0	7.1	7.1	0.0	0.0	0.0	36	76.9	11	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	66.7	15	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	100.0	1	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
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	55.6	24	9		
GLASGOW	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	9		
LEEDS BRADFORD	GAMA 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	0.0	38	1		
LEEDS BRADFORD	JET2.COM LTD	S	A	46	0	1	17.0	38.3	12.8	8.5	2.1	17.0	0.0	2.1	0.0	0.0	2.1	24	76.1	14	46		
LEEDS BRADFORD	JET2.COM LTD	S	D	47	0	0	0.0	25.5	38.3	12.8	10.6	8.5	4.3	0.0	0.0	0.0	0.0	23	76.1	20	46		
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	1	13		
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	1	13		
LEEDS BRADFORD	RYANAIR	S	A	30	0	0	3.3	33.3	30.0	20.0	10.0	3.3	0.0	0.0	0.0	0.0	0.0	15	93.5	4	31		
LEEDS BRADFORD	RYANAIR	S	D	30	0	1	0.0	9.7	64.5	12.9	3.2	3.2	3.2	0.0	0.0	0.0	3.2	15	93.5	4	31		
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	15	0	0	13.3	6.7	33.3	26.7	6.7	6.7	0.0	6.7	0.0	0.0	0.0	30	100.0	1	13		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A												MAY 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	D	15	0	0	0.0	26.7	53.3	6.7	0.0	13.3	0.0	0.0	0.0	0.0	0.0	12	92.3	3	13							
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	12.9	32.3	32.3	6.5	6.5	6.5	0.0	0.0	0.0	0.0	3.2	13	75.0	10	31							
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	25.8	45.2	9.7	6.5	9.7	0.0	0.0	0.0	0.0	3.2	15	86.7	7	30							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	39	0	1	2.5	17.5	47.5	15.0	10.0	2.5	2.5	0.0	0.0	0.0	2.5	19	74.4	10	39							
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	39	0	1	0.0	7.5	75.0	10.0	0.0	5.0	0.0	0.0	0.0	0.0	2.5	9	89.7	5	39							
GATWICK	BRITISH AIRWAYS PLC	S	A	76	0	0	17.1	42.1	19.7	7.9	2.6	5.3	2.6	2.6	0.0	0.0	0.0	19	83.3	10	59							
GATWICK	BRITISH AIRWAYS PLC	S	D	76	0	0	0.0	35.5	51.3	2.6	5.3	5.3	0.0	0.0	0.0	0.0	0.0	10	76.7	9	59							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	129	0	1	15.4	35.4	18.5	9.2	10.8	6.2	3.1	0.8	0.0	0.0	0.8	19	73.6	13	125							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	130	0	0	0.0	20.0	50.0	15.4	6.9	4.6	2.3	0.8	0.0	0.0	0.0	18	72.0	16	125							
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	71.9	13	64							
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	82.8	9	64							
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	10	0	0	10.0	20.0	30.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	23	100.0	0	5							
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	10	0	0	0.0	20.0	70.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11	80.0	4	5							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	14	0	0	7.1	50.0	14.3	7.1	14.3	0.0	7.1	0.0	0.0	0.0	0.0	19	53.8	52	13							
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	14	0	0	0.0	42.9	35.7	0.0	7.1	7.1	7.1	0.0	0.0	0.0	0.0	23	84.6	11	13							
GATWICK	RYANAIR	S	A	27	0	0	7.4	44.4	29.6	7.4	0.0	7.4	3.7	0.0	0.0	0.0	0.0	15	92.6	2	27							
GATWICK	RYANAIR	S	D	27	0	0	0.0	7.4	48.1	18.5	14.8	7.4	3.7	0.0	0.0	0.0	0.0	28	74.1	11	27							
GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	85.7	5	7							
GATWICK	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	20	75.0	11	8							
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	6	1							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	66	0	0	12.1	19.7	22.7	13.6	22.7	6.1	3.0	0.0	0.0	0.0	0.0	24	61.5	24	65							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	0.0	13.6	39.4	19.7	15.2	10.6	1.5	0.0	0.0	0.0	0.0	24	53.8	26	65							
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	80.8	10	26							
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	69.2	15	26							
STANSTED	JET2.COM LTD	S	A	34	0	0	5.9	38.2	26.5	8.8	8.8	5.9	2.9	2.9	0.0	0.0	0.0	25	65.2	13	23							
STANSTED	JET2.COM LTD	S	D	34	0	0	0.0	17.6	52.9	8.8	8.8	8.8	0.0	2.9	0.0	0.0	0.0	23	95.7	4	23							
STANSTED	PRIMERA AIR SCANDINAVIA	S	A	31	0	0	3.2	45.2	12.9	9.7	12.9	3.2	6.5	0.0	6.5	0.0	0.0	68	0.0	0	0							



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: A		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 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			
STANSTED	PRIMERA AIR SCANDINAVIA	S	D	31	0	0	0.0	16.1	35.5	16.1	12.9	9.7	3.2	0.0	6.5	0.0	0.0	74	0.0	0	0							
STANSTED	RYANAIR	S	A	60	0	1	1.6	27.9	29.5	23.0	8.2	1.6	3.3	1.6	1.6	0.0	1.6	26	69.4	16	62							
STANSTED	RYANAIR	S	D	61	0	1	0.0	1.6	45.2	24.2	19.4	3.2	3.2	1.6	0.0	0.0	1.6	28	74.2	11	62							
MANCHESTER	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	0.0	90	2							
MANCHESTER	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	16	50.0	41	2							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	38	0	2	25.0	40.0	12.5	2.5	5.0	5.0	5.0	0.0	0.0	0.0	5.0	15	72.2	19	36							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	39	0	1	0.0	25.0	50.0	5.0	7.5	7.5	2.5	0.0	0.0	0.0	2.5	18	71.4	15	35							
MANCHESTER	JET2.COM LTD	S	A	50	0	0	10.0	46.0	24.0	2.0	6.0	6.0	4.0	2.0	0.0	0.0	0.0	21	65.8	12	38							
MANCHESTER	JET2.COM LTD	S	D	50	0	0	0.0	12.0	68.0	10.0	4.0	4.0	0.0	2.0	0.0	0.0	0.0	15	86.8	9	38							
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	73.6	10	53							
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	81.1	8	53							
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	7	8							
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	11	8							
MANCHESTER	RYANAIR	S	A	62	0	0	17.7	46.8	17.7	3.2	4.8	4.8	1.6	1.6	1.6	0.0	0.0	21	87.1	6	62							
MANCHESTER	RYANAIR	S	D	62	0	0	0.0	6.5	71.0	8.1	9.7	1.6	1.6	1.6	0.0	0.0	0.0	18	83.9	16	62							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	10	0	0	0.0	10.0	50.0	20.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	24	60.0	15	10							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	66.7	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	27	77.8	7	9							
MANCHESTER	TUI AIRWAYS LTD	C	A	19	0	0	5.3	15.8	31.6	15.8	21.1	10.5	0.0	0.0	0.0	0.0	0.0	25	77.8	17	18							
MANCHESTER	TUI AIRWAYS LTD	C	D	19	0	0	0.0	0.0	63.2	15.8	10.5	10.5	0.0	0.0	0.0	0.0	0.0	19	88.9	11	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	92.3	3	13							
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	38.5	18	13							
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	10.0	46.7	13.3	13.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	15	59.4	35	32							
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	25.8	45.2	6.5	16.1	3.2	3.2	0.0	0.0	0.0	0.0	19	67.7	33	31							
NEWCASTLE	JET2.COM LTD	S	A	36	0	0	16.7	27.8	30.6	8.3	5.6	8.3	0.0	2.8	0.0	0.0	0.0	20	91.8	5	49							
NEWCASTLE	JET2.COM LTD	S	D	36	0	0	0.0	25.0	55.6	8.3	2.8	8.3	0.0	0.0	0.0	0.0	0.0	14	91.7	10	48							
NEWCASTLE	RYANAIR	S	A	31	0	0	12.9	61.3	22.6	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	7	100.0	1	31							
NEWCASTLE	RYANAIR	S	D	30	0	0	0.0	6.7	73.3	16.7	0.0	0.0	0.0	3.3	0.0	0.0	0.0	15	87.1	8	31							
NEWCASTLE	TUI AIRWAYS LTD	S	A	12	0	0	16.7	8.3	33.3	16.7	8.3	8.3	0.0	8.3	0.0	0.0	0.0	38	50.0	18	10							
NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	7.7	38.5	30.8	23.1	0.0	0.0	0.0	0.0	0.0	0.0	17	81.8	10	11							
SOUTHAMPTON	FLYBE LTD	S	A	19	0	0	0.0	36.8	42.1	10.5	0.0	0.0	0.0	10.5	0.0	0.0	0.0	25	41.7	21	12							

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

ORIGIN/DESTINATION		Origin/Destinations: A																			
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE										MAY 2017		
		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
SOUTHAMPTON	FLYBE LTD	S	D	19	0	0	0.0	5.3	78.9	5.3	0.0	5.3	5.3	0.0	0.0	0.0	0.0	17	50.0	14	12
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	12.9	38.7	16.1	6.5	12.9	9.7	3.2	0.0	0.0	0.0	0.0	20	90.0	6	40
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	3.2	29.0	35.5	9.7	9.7	9.7	3.2	0.0	0.0	0.0	0.0	20	70.0	13	40
<b>TOTAL ALICANTE</b>				<b>3181</b>	<b>0</b>	<b>16</b>	<b>5.3</b>	<b>27.7</b>	<b>39.8</b>	<b>10.5</b>	<b>7.7</b>	<b>5.4</b>	<b>1.8</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.5</b>	<b>20</b>	<b>77.5</b>	<b>13</b>	<b>3554</b>
ALMERIA																					
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	6	0	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	13	6
BIRMINGHAM	THOMAS COOK AIRLINES 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	6	50.0	17	6
BRISTOL	THOMAS COOK AIRLINES 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	24	100.0	0	4
BRISTOL	THOMAS COOK AIRLINES 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	34	100.0	3	4
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	5
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	5
EDINBURGH	JET2.COM LTD	S	A	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	34	4
EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	25	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	100.0	9	2
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	50.0	11	2
LEEDS BRADFORD	JET2.COM LTD	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	3	100.0	2	5
LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	5
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	9.7	51.6	16.1	16.1	0.0	6.5	0.0	0.0	0.0	0.0	0.0	10	83.9	6	31
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	19.4	74.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.6	7	31
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	84.6	12	13
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	2	13
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	44	100.0	11	1
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	39	100.0	2	1

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

		Origin/Destinations: A																	MAY 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	THOMAS COOK AIRLINES 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	18	66.7	15	6
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	6	0	0	0.0	16.7	50.0	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	19	100.0	6	6
	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	50.0	8	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	3	100.0	6	3
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	22.2	33.3	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	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	17	0.0	0	0
	STANSTED	JET2.COM LTD	S	A	7	0	0	0.0	14.3	42.9	0.0	14.3	14.3	14.3	0.0	0.0	0.0	0.0	43	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	7	0	0	0.0	0.0	57.1	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	36	0.0	0	0
	STANSTED	RYANAIR	S	A	8	0	0	0.0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	10	9
	STANSTED	RYANAIR	S	D	8	0	0	0.0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	4	9
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	50.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9
	MANCHESTER	JET2.COM LTD	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	15	100.0	1	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	46.2	18	13
	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	84.6	6	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	8.3	58.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	69.2	10	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	7.7	53.8	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	14	84.6	9	13
	MANCHESTER	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	7	50.0	24	6
	MANCHESTER	TUI AIRWAYS 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	79	87.5	8	8
	NEWCASTLE	JET2.COM LTD	S	A	6	0	0	0.0	16.7	16.7	16.7	16.7	16.7	0.0	0.0	16.7	0.0	0.0	104	80.0	6	5
	NEWCASTLE	JET2.COM LTD	S	D	6	0	0	0.0	16.7	50.0	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	27	100.0	7	5
	NEWCASTLE	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	100.0	0	1
	NEWCASTLE	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	100.0	9	1
<b>TOTAL ALMERIA</b>					<b>294</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>30.6</b>	<b>38.4</b>	<b>13.6</b>	<b>5.8</b>	<b>3.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.2</b>	<b>8</b>	<b>273</b>
AMMAN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	41.4	41.4	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	93.3	3	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	10.3	44.8	24.1	20.7	0.0	0.0	0.0	0.0	0.0	0.0	17	76.7	14	30
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	22.6	32.3	35.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	83.9	5	31
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	0.0	12.9	32.3	22.6	19.4	9.7	3.2	0.0	0.0	0.0	0.0	27	93.5	5	31
<b>TOTAL AMMAN</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>15.8</b>	<b>24.2</b>	<b>32.5</b>	<b>13.3</b>	<b>10.8</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.9</b>	<b>7</b>	<b>122</b>
AMRITSAR																						
	BIRMINGHAM	AIR INDIA	S	A	14	0	0	57.1	7.1	0.0	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	21	0	0	33.3	33.3	23.8	4.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	6	80.6	18	31	
<b>TOTAL AMRITSAR</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>22.9</b>	<b>14.3</b>	<b>8.6</b>	<b>2.9</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>11</b>	<b>80.6</b>	<b>18</b>	<b>31</b>	
AMSTERDAM																							
	ABERDEEN	KLM	S	A	60	0	1	1.6	59.0	31.1	1.6	4.9	0.0	0.0	0.0	0.0	0.0	1.6	4	80.0	11	60	
	ABERDEEN	KLM	S	D	60	0	1	3.3	60.7	26.2	4.9	1.6	0.0	0.0	1.6	0.0	0.0	1.6	6	81.7	11	60	
	ABERDEEN	KLM CITYHOPPER	S	A	63	0	0	6.3	60.3	23.8	6.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	7	77	
	ABERDEEN	KLM CITYHOPPER	S	D	63	0	0	1.6	55.6	30.2	4.8	6.3	1.6	0.0	0.0	0.0	0.0	0.0	6	79.2	11	77	
	BELFAST CITY (GEORGE BEST)	KLM	S	A	31	0	0	35.5	41.9	9.7	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.0	17	31	
	BELFAST CITY (GEORGE BEST)	KLM	S	D	31	0	0	0.0	51.6	29.0	9.7	6.5	0.0	3.2	0.0	0.0	0.0	0.0	11	58.1	24	31	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	0.0	18.2	40.9	20.5	15.9	2.3	0.0	2.3	0.0	0.0	0.0	21	65.9	17	44	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	0.0	13.6	61.4	13.6	9.1	2.3	0.0	0.0	0.0	0.0	0.0	14	84.1	12	44	
	BIRMINGHAM	FLYBE LTD	S	A	145	0	0	1.4	30.3	42.1	14.5	7.6	2.1	1.4	0.7	0.0	0.0	0.0	14	69.4	18	169	
	BIRMINGHAM	FLYBE LTD	S	D	145	0	0	0.0	12.4	57.2	8.3	15.9	4.1	1.4	0.7	0.0	0.0	0.0	19	61.8	20	170	
	BIRMINGHAM	KLM	S	A	167	0	4	3.5	46.8	35.1	3.5	4.7	3.5	0.6	0.0	0.0	2.3	8	82.6	10	178		
	BIRMINGHAM	KLM	S	D	167	0	4	0.0	43.3	39.2	7.6	2.3	2.9	2.3	0.0	0.0	0.0	2.3	11	72.5	13	178	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	0.0	22.2	38.9	18.5	1.9	14.8	0.0	3.7	0.0	0.0	0.0	28	41.7	33	48	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	0.0	22.6	45.3	11.3	9.4	9.4	0.0	1.9	0.0	0.0	0.0	21	56.3	27	48	
	BRISTOL	KLM	S	A	116	0	2	0.8	50.0	36.4	5.9	4.2	0.8	0.0	0.0	0.0	0.0	1.7	6	67.7	14	124	
	BRISTOL	KLM	S	D	116	0	2	0.0	28.0	48.3	10.2	8.5	1.7	0.8	0.8	0.0	0.0	1.7	15	60.5	16	124	
	CARDIFF WALES	KLM	S	A	87	0	1	4.5	69.3	18.2	3.4	2.3	1.1	0.0	0.0	0.0	0.0	1.1	4	85.4	6	89	
	CARDIFF WALES	KLM	S	D	87	0	1	1.1	40.9	43.2	6.8	4.5	1.1	1.1	0.0	0.0	0.0	1.1	8	79.8	10	89	
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	31	0	0	16.1	54.8	22.6	3.2	0.0	0.0	0.0	3.2	0.0	0.0	0.0	10	87.1	10	31	
	DONCASTER SHEFFIELD	FLYBE LTD	S	D	31	0	0	0.0	38.7	48.4	6.5	3.2	0.0	0.0	3.2	0.0	0.0	0.0	12	77.4	14	31	
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	30	0	1	3.2	58.1	32.3	0.0	0.0	0.0	3.2	0.0	0.0	0.0	3.2	6	93.5	3	31	
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	30	0	1	0.0	45.2	45.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	3.2	4	87.1	6	31	
	EAST MIDLANDS INTERNATIONAL	KLM	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	70	0	0	5.7	32.9	24.3	17.1	10.0	7.1	2.9	0.0	0.0	0.0	0.0	20	53.5	21	71	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	70	0	1	0.0	21.1	42.3	9.9	19.7	4.2	1.4	0.0	0.0	0.0	1.4	19	59.2	20	71	
	EDINBURGH	KLM	S	A	154	0	1	3.9	38.7	40.0	8.4	4.5	3.2	0.6	0.0	0.0	0.0	0.6	10	79.0	11	186	
	EDINBURGH	KLM	S	D	154	0	1	0.6	27.7	49.7	11.0	7.1	1.3	1.3	0.6	0.0	0.0	0.6	14	66.7	16	186	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	FLYBE LTD	S A	31	1	0	0.0	18.8	40.6	18.8	6.3	6.3	3.1	3.1	0.0	3.1	0.0	27	83.9	8	30			
EXETER	FLYBE LTD	S D	30	1	0	0.0	45.2	38.7	3.2	0.0	6.5	3.2	0.0	0.0	3.2	0.0	10	69.7	17	33			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	27	0	0	14.8	40.7	18.5	11.1	7.4	0.0	3.7	3.7	0.0	0.0	0.0	21	85.2	5	27			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	27	0	0	0.0	44.4	18.5	7.4	14.8	7.4	3.7	3.7	0.0	0.0	0.0	29	81.5	7	27			
GLASGOW	KLM	S A	88	0	1	4.5	41.6	42.7	2.2	2.2	4.5	1.1	0.0	0.0	0.0	1.1	9	76.7	11	116			
GLASGOW	KLM	S D	88	0	1	0.0	36.0	50.6	5.6	1.1	4.5	1.1	0.0	0.0	0.0	1.1	10	71.6	17	116			
GLASGOW	KLM CITYHOPPER	S A	12	0	0	8.3	50.0	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	8			
GLASGOW	KLM CITYHOPPER	S D	12	0	0	8.3	50.0	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	7			
LEEDS BRADFORD	JET2.COM LTD	S A	32	0	0	3.1	46.9	18.8	9.4	9.4	9.4	3.1	0.0	0.0	0.0	0.0	18	82.4	8	34			
LEEDS BRADFORD	JET2.COM LTD	S D	32	0	0	0.0	46.9	34.4	3.1	9.4	3.1	3.1	0.0	0.0	0.0	0.0	13	91.4	4	34			
LEEDS BRADFORD	KLM	S A	89	0	1	6.7	53.3	30.0	3.3	4.4	1.1	0.0	0.0	0.0	0.0	1.1	5	86.0	7	92			
LEEDS BRADFORD	KLM	S D	87	0	2	0.0	25.8	55.1	7.9	5.6	2.2	1.1	0.0	0.0	0.0	2.2	11	64.5	14	92			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	53	0	0	5.7	58.5	20.8	1.9	7.5	5.7	0.0	0.0	0.0	0.0	0.0	10	73.1	11	67			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	53	0	0	1.9	69.8	18.9	3.8	3.8	1.9	0.0	0.0	0.0	0.0	0.0	6	71.6	12	67			
GATWICK	BRITISH AIRWAYS PLC	S A	90	0	2	9.8	50.0	25.0	4.3	3.3	2.2	3.3	0.0	0.0	0.0	2.2	11	62.2	18	88			
GATWICK	BRITISH AIRWAYS PLC	S D	90	0	2	0.0	45.7	39.1	4.3	6.5	1.1	1.1	0.0	0.0	0.0	2.2	8	80.0	10	88			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	231	0	6	10.1	38.8	23.2	9.3	6.8	5.1	2.5	1.7	0.0	0.0	2.5	19	70.8	15	235			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	230	0	6	0.0	26.7	36.9	15.3	8.9	6.8	1.3	1.7	0.0	0.0	2.5	22	64.0	17	236			
HEATHROW	BRITISH AIRWAYS PLC	S A	237	0	3	7.1	35.8	32.1	12.5	7.1	4.2	0.0	0.0	0.0	0.0	1.3	11	64.1	19	231			
HEATHROW	BRITISH AIRWAYS PLC	S D	238	0	2	0.0	30.8	47.1	10.0	7.1	3.8	0.4	0.0	0.0	0.0	0.8	12	77.5	13	231			
HEATHROW	KLM	S A	307	0	6	14.1	44.4	24.0	5.4	5.1	4.5	0.6	0.0	0.0	0.0	1.9	9	72.8	14	312			
HEATHROW	KLM	S D	306	0	6	2.6	52.2	30.4	3.5	4.8	2.6	1.6	0.3	0.0	0.0	1.9	9	82.1	10	312			
LONDON CITY	BA CITYFLYER LTD	S A	140	0	4	4.2	32.6	34.0	11.1	8.3	5.6	0.7	0.7	0.0	0.0	2.8	16	72.5	12	142			
LONDON CITY	BA CITYFLYER LTD	S D	141	0	3	0.0	47.2	25.7	11.8	8.3	4.9	0.0	0.0	0.0	0.0	2.1	12	74.6	12	142			
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	76.9	10	65			
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	48.1	18	52			
LONDON CITY	FLYBE LTD	S A	35	0	0	5.7	40.0	25.7	11.4	5.7	5.7	5.7	0.0	0.0	0.0	0.0	18	87.1	3	31			
LONDON CITY	FLYBE LTD	S D	35	0	0	0.0	2.9	54.3	14.3	14.3	5.7	8.6	0.0	0.0	0.0	0.0	30	72.4	12	29			
LONDON CITY	KLM	S A	185	0	18	7.9	42.9	28.1	5.9	4.4	2.0	0.0	0.0	0.0	0.0	8.9	7	72.6	16	146			

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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 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						
	LONDON CITY	KLM	S	D	185	0	19	0.5	28.4	39.2	10.3	7.8	3.4	1.0	0.0	0.0	0.0	9.3	13	39.6	31	159	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	181	0	3	2.2	25.0	26.6	18.5	11.4	10.9	3.3	0.5	0.0	0.0	1.6	25	58.2	21	184	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	181	0	4	0.0	23.8	36.2	15.1	14.1	6.5	2.2	0.0	0.0	0.0	2.2	20	66.7	19	183	
	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	3	1	
	LUTON	VUELING AIRLINES	S	A	57	0	1	3.4	19.0	37.9	10.3	12.1	12.1	3.4	0.0	0.0	0.0	1.7	25	75.8	13	62	
	LUTON	VUELING AIRLINES	S	D	57	0	1	0.0	12.1	32.8	17.2	10.3	17.2	6.9	1.7	0.0	0.0	1.7	38	71.0	16	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	97	0	3	5.0	25.0	21.0	12.0	13.0	14.0	4.0	3.0	0.0	0.0	3.0	34	57.8	21	102	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	97	0	3	0.0	20.0	35.0	8.0	17.0	11.0	4.0	2.0	0.0	0.0	3.0	31	72.5	14	102	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	3.8	31.3	41.3	8.8	7.5	5.0	2.5	0.0	0.0	0.0	0.0	17	67.7	16	98	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	0.0	24.7	50.6	9.9	7.4	3.7	2.5	1.2	0.0	0.0	0.0	19	75.5	16	98	
	MANCHESTER	ETIHAD 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	0.0	90	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	93	0	0	4.3	21.5	40.9	18.3	6.5	5.4	3.2	0.0	0.0	0.0	0.0	19	76.1	17	112	
	MANCHESTER	FLYBE LTD	S	D	93	0	0	1.1	12.9	50.5	9.7	15.1	7.5	2.2	1.1	0.0	0.0	0.0	23	72.8	15	113	
	MANCHESTER	KLM	S	A	182	0	0	3.3	47.8	30.2	8.8	6.0	3.3	0.5	0.0	0.0	0.0	0.0	9	80.8	9	182	
	MANCHESTER	KLM	S	D	182	0	0	0.5	35.7	41.8	10.4	6.6	3.8	0.5	0.5	0.0	0.0	0.0	13	74.2	12	182	
	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	2	1	
	NEWCASTLE	KLM	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
	NEWCASTLE	KLM	S	A	122	0	2	1.6	38.7	39.5	12.1	4.0	1.6	0.8	0.0	0.0	0.0	1.6	9	82.4	9	153	
	NEWCASTLE	KLM	S	D	123	0	2	0.0	33.6	50.4	8.0	4.0	1.6	0.0	0.8	0.0	0.0	1.6	10	76.5	11	153	
	SOUTHAMPTON	FLYBE LTD	S	A	98	0	1	0.0	35.4	40.4	12.1	8.1	3.0	0.0	0.0	0.0	0.0	1.0	11	86.0	8	121	
	SOUTHAMPTON	FLYBE LTD	S	D	99	0	1	0.0	25.0	56.0	10.0	5.0	2.0	0.0	1.0	0.0	0.0	1.0	11	91.0	5	122	
	SOUTHAMPTON	KLM CITYHOPPER	S	A	53	0	1	0.0	38.9	48.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	1.9	4	87.0	8	54	
	SOUTHAMPTON	KLM CITYHOPPER	S	D	53	0	1	1.9	37.0	44.4	7.4	3.7	0.0	1.9	1.9	0.0	0.0	1.9	14	81.5	8	54	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	56	0	2	0.0	43.1	25.9	6.9	10.3	6.9	1.7	0.0	1.7	0.0	3.4	46	92.2	5	64	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	57	0	1	0.0	53.4	24.1	3.4	6.9	5.2	5.2	0.0	0.0	0.0	1.7	17	87.5	7	64	
	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	3	0.0	0	0	
	DURHAM TEES VALLEY	KLM	S	A	79	0	2	1.2	60.5	27.2	3.7	4.9	0.0	0.0	0.0	0.0	0.0	2.5	5	89.3	4	83	
	DURHAM TEES VALLEY	KLM	S	D	78	0	3	0.0	38.3	38.3	8.6	7.4	2.5	1.2	0.0	0.0	0.0	3.7	11	72.6	14	83	
<b>TOTAL AMSTERDAM ANCONA</b>					<b>7416</b>	<b>2</b>	<b>134</b>	<b>3.0</b>	<b>37.1</b>	<b>36.1</b>	<b>9.2</b>	<b>7.0</b>	<b>4.1</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>14</b>	<b>73.0</b>	<b>14</b>	<b>7962</b>	
	STANSTED	RYANAIR	S	A	31	0	0	3.2	25.8	35.5	6.5	12.9	6.5	6.5	0.0	3.2	0.0	0.0	40	80.6	7	31	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	31	0	0	0.0	6.5	67.7	16.1	3.2	3.2	3.2	0.0	0.0	0.0	0.0	16	90.3	6	31
<b>TOTAL ANCONA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>16.1</b>	<b>51.6</b>	<b>11.3</b>	<b>8.1</b>	<b>4.8</b>	<b>4.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>85.5</b>	<b>7</b>	<b>62</b>
ANGLESEY (VALLEY)																						
	CARDIFF WALES	EASTERN AIRWAYS	S	A	41	0	0	7.3	58.5	26.8	2.4	2.4	0.0	0.0	2.4	0.0	0.0	0.0	11	82.9	12	39
	CARDIFF WALES	EASTERN AIRWAYS	S	D	43	0	0	0.0	74.4	18.6	2.3	2.3	0.0	0.0	2.3	0.0	0.0	0.0	8	90.2	4	39
<b>TOTAL ANGLESEY (VALLEY)</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>66.7</b>	<b>22.6</b>	<b>2.4</b>	<b>2.4</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>9</b>	<b>86.6</b>	<b>8</b>	<b>78</b>
ANTALYA																						
	BELFAST INTERNATIONAL	JET2.COM 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
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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
	BIRMINGHAM	FREEBIRD AIRLINES	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	48	57.1	16	7
	BIRMINGHAM	FREEBIRD AIRLINES	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	53	66.7	21	9
	BIRMINGHAM	JET2.COM LTD	S	A	10	0	0	10.0	10.0	30.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	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	17	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	24	0	0	4.2	16.7	29.2	20.8	16.7	12.5	0.0	0.0	0.0	0.0	0.0	23	46.2	27	13
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	25	0	0	0.0	4.0	36.0	12.0	28.0	16.0	4.0	0.0	0.0	0.0	0.0	36	46.7	25	15
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	6	0	0	0.0	16.7	0.0	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	BRISTOL	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	24	1
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	16	0	0	6.3	18.8	12.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	28	62.5	14	8
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	5.6	55.6	11.1	16.7	11.1	0.0	0.0	0.0	0.0	0.0	24	33.3	28	9
	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	9	0.0	0	0
	CARDIFF WALES	FREEBIRD AIRLINES	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	105	0.0	0	0
	CARDIFF WALES	FREEBIRD AIRLINES	C	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	CARDIFF WALES	THOMAS COOK AIRLINES 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	22	0.0	0	0

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	FREEBIRD AIRLINES	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	DONCASTER SHEFFIELD	FREEBIRD AIRLINES	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	
	EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	FREEBIRD AIRLINES	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	56	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	0.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	10	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	123	50.0	13	4	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	25	66.7	22	3	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES 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	41	0.0	30	2	
	EAST MIDLANDS INTERNATIONAL	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	0.0	10	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	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	17	0.0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
	EDINBURGH	THOMAS COOK AIRLINES 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	15	0.0	0	0	
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	20.0	17	5	
	GLASGOW	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	9	100.0	5	5	
	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	28.6	24	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	92.3	8	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	20	0	0	0.0	20.0	20.0	15.0	30.0	15.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	19	0	0	0.0	26.3	36.8	10.5	10.5	10.5	5.3	0.0	0.0	0.0	0.0	25	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	0.0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	24	66.7	13	6	
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	11.1	55.6	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	24	85.7	6	7	
	LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	0.0	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	38	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	16.7	5.6	27.8	22.2	16.7	11.1	0.0	0.0	0.0	0.0	0.0	25	76.5	27	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	5.9	41.2	41.2	0.0	11.8	0.0	0.0	0.0	0.0	0.0	23	33.3	31	18	



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

		Origin/Destinations: A																	MAY 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
								13.5	18.9	32.4	10.8	5.4	5.4	10.8	2.7	0.0	0.0	0.0	34	48.4	55	31
GATWICK	FREEBIRD AIRLINES	C	A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	100	0.0	39	5
GATWICK	FREEBIRD AIRLINES	C	D	4	0	0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	99	60.0	17	5
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	66.7	21	6
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	33.3	30	6
GATWICK	THOMAS COOK AIRLINES LTD	S	A	37	0	0	13.5	18.9	32.4	10.8	5.4	5.4	10.8	2.7	0.0	0.0	0.0	34	48.4	55	31	
GATWICK	THOMAS COOK AIRLINES LTD	S	D	39	0	0	0.0	7.7	46.2	12.8	15.4	7.7	2.6	7.7	0.0	0.0	0.0	39	74.2	26	31	
GATWICK	TUI AIRWAYS LTD	C	A	24	0	0	0.0	25.0	8.3	25.0	29.2	8.3	0.0	4.2	0.0	0.0	0.0	40	62.5	17	8	
GATWICK	TUI AIRWAYS LTD	C	D	27	0	0	0.0	11.1	44.4	18.5	22.2	0.0	0.0	3.7	0.0	0.0	0.0	31	50.0	18	8	
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	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	37.5	12.5	12.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	22	75.0	12	8	
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	34	77.8	10	9	
LUTON	FREEBIRD 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	
LUTON	FREEBIRD AIRLINES	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	23	0.0	0	0	
LUTON	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	11.1	44.4	0.0	11.1	22.2	11.1	0.0	0.0	0.0	0.0	44	0.0	0	0	
LUTON	THOMAS COOK AIRLINES LTD	S	D	8	0	1	0.0	0.0	11.1	0.0	33.3	22.2	22.2	0.0	0.0	0.0	11.1	73	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	80.0	8	5	
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	5	
STANSTED	JET2.COM LTD	S	A	14	0	1	0.0	0.0	33.3	20.0	26.7	6.7	0.0	0.0	6.7	0.0	6.7	87	0.0	0	0	
STANSTED	JET2.COM LTD	S	D	15	0	0	0.0	6.7	40.0	33.3	6.7	6.7	0.0	0.0	6.7	0.0	0.0	70	0.0	0	0	
STANSTED	THOMAS COOK AIRLINES LTD	S	A	21	0	0	0.0	4.8	23.8	14.3	23.8	14.3	9.5	4.8	4.8	0.0	0.0	118	58.3	13	12	
STANSTED	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	0.0	18.2	18.2	18.2	27.3	9.1	9.1	0.0	0.0	0.0	71	75.0	14	12	
STANSTED	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	50.0	23	4	
STANSTED	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	12	40.0	32	5	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	0.0	40.0	20.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	10.0	19	60.0	21	4	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	40.0	18	5	
MANCHESTER	FREEBIRD AIRLINES	C	A	5	0	0	0.0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	112	37.5	30	8	
MANCHESTER	FREEBIRD AIRLINES	C	D	5	0	0	0.0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	120	44.4	31	9	

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	JET2.COM LTD	S	A	15	0	0	0.0	26.7	20.0	26.7	6.7	20.0	0.0	0.0	0.0	0.0	0.0	23	50.0	15	6
	MANCHESTER	JET2.COM LTD	S	D	16	0	0	0.0	0.0	50.0	18.8	6.3	25.0	0.0	0.0	0.0	0.0	0.0	30	50.0	19	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	50	0	0	22.0	12.0	14.0	20.0	16.0	10.0	4.0	0.0	2.0	0.0	0.0	34	51.5	29	33
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	51	0	0	0.0	5.9	43.1	19.6	17.6	11.8	2.0	0.0	0.0	0.0	0.0	27	54.8	31	31
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	0.0	7.7	23.1	15.4	15.4	23.1	15.4	0.0	0.0	0.0	0.0	60	20.0	40	5
	MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	28.6	21.4	28.6	0.0	14.3	7.1	0.0	0.0	0.0	52	60.0	19	5
	NEWCASTLE	FREEBIRD AIRLINES	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	NEWCASTLE	FREEBIRD AIRLINES	S	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	8	4
	NEWCASTLE	JET2.COM LTD	S	D	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	100.0	6	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	17	0	0	35.3	17.6	11.8	5.9	23.5	0.0	5.9	0.0	0.0	0.0	0.0	18	100.0	2	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	16	0	0	0.0	6.3	50.0	12.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	24	75.0	9	8
<b>TOTAL ANTALYA</b>					<b>815</b>	<b>0</b>	<b>3</b>	<b>3.9</b>	<b>12.8</b>	<b>33.0</b>	<b>17.8</b>	<b>16.5</b>	<b>10.3</b>	<b>2.9</b>	<b>1.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.4</b>	<b>36</b>	<b>57.9</b>	<b>24</b>	<b>457</b>
ANTIGUA																						
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	0.0	23.1	38.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	14	87.5	5	8
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	0.0	42.9	42.9	0.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	24	87.5	4	8
<b>TOTAL ANTIGUA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>40.7</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.5</b>	<b>5</b>	<b>16</b>
ANTWERP																						
	BIRMINGHAM	VLM (BELGIUM)	S	A	23	0	0	34.8	47.8	8.7	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BIRMINGHAM	VLM (BELGIUM)	S	D	23	0	0	0.0	17.4	73.9	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0
	JERSEY	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	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	0.0	0	97.5	2	80
	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	96.3	4	80
	LONDON CITY	TYROLEAN AIRWAYS	S	A	70	0	1	4.2	69.0	21.1	1.4	1.4	1.4	0.0	0.0	0.0	0.0	1.4	3	0.0	0	0
	LONDON CITY	TYROLEAN AIRWAYS	S	D	70	0	1	1.4	59.2	28.2	5.6	2.8	1.4	0.0	0.0	0.0	0.0	1.4	5	0.0	0	0
	MANCHESTER	TYROLEAN 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
	MANCHESTER	TYROLEAN AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	SOUTHEND	STOBART AIR	S	A	17	0	0	0.0	23.5	35.3	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	17	0	0	0.0	29.4	52.9	5.9	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
<b>TOTAL ANTWERP</b>					<b>222</b>	<b>0</b>	<b>2</b>	<b>5.4</b>	<b>51.8</b>	<b>30.8</b>	<b>6.3</b>	<b>3.1</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>6</b>	<b>96.9</b>	<b>3</b>	<b>161</b>

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	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
ARRECIFE	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	44.4	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	9
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	6	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	9
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33.3	33.3	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	87.5	176	8
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	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	8	100.0	2	7
	BELFAST INTERNATIONAL	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	0.0	0	0
	BELFAST INTERNATIONAL	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	16	1
	BIRMINGHAM	JET2.COM LTD	S	A	17	0	0	0.0	23.5	35.3	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	20	92.3	3	13
	BIRMINGHAM	JET2.COM LTD	S	D	17	0	0	0.0	0.0	76.5	0.0	5.9	11.8	5.9	0.0	0.0	0.0	0.0	24	69.2	10	13
	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	72.7	14	22	
	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	59.1	21	22	
	BIRMINGHAM	RYANAIR	S	A	13	0	0	23.1	38.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	11	14
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	0.0	53.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	17	64.3	10	14
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	50.0	0.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	33.3	24	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	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	11	22.2	24	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	12	0	0	0.0	33.3	16.7	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	23	100.0	4	13
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	15.4	23.1	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	23	69.2	15	13
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	8
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	22.2	22.2	33.3	11.1	0.0	0.0	0.0	11.1	0.0	0.0	148	66.7	16	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	77.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	25	88.9	10	9
	BRISTOL	RYANAIR	S	A	14	0	0	7.1	42.9	35.7	7.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	19	84.6	10	13
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	42.9	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	69.2	21	13
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	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	19	50.0	33	4
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	0.0	14.3	14.3	42.9	28.6	0.0	0.0	0.0	0.0	0.0	47	80.0	18	5
	BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	62.5	22	8
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	30	62.5	37	8

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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 AIRLINES 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	0.0	8	50.0	35	4		
CARDIFF WALES	THOMAS COOK AIRLINES 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	0.0	17	50.0	30	4		
CARDIFF WALES	TUI AIRWAYS LTD	C A	9	0	0	0.0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	3	8		
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	8		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	9	0	0	11.1	22.2	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	11	8		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C 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	75.0	10	8		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	14	0	0	42.9	28.6	14.3	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	91.7	3	12		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	14	0	0	0.0	42.9	35.7	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	12	91.7	6	12		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	18	0	0	11.1	44.4	33.3	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	16	94.1	2	17		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	18	0	0	0.0	0.0	83.3	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10	88.2	6	17		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	8	0	0	0.0	12.5	0.0	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	41	87.5	9	8		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	34	75.0	15	8		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	4	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	100.0	2	4		
EDINBURGH	JET2.COM LTD	S A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	9		
EDINBURGH	JET2.COM LTD	S D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	6	8		
EDINBURGH	RYANAIR	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	0.0	2	77.8	15	9		
EDINBURGH	RYANAIR	S D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	20	9		
EDINBURGH	TUI AIRWAYS LTD	C 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	2	75.0	31	4		
EDINBURGH	TUI 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	0.0	4	75.0	49	4		
EXETER	TUI AIRWAYS LTD	C A	9	0	0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	2	8		
EXETER	TUI AIRWAYS LTD	C D	8	0	0	0.0	62.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	4	8		
GLASGOW	JET2.COM LTD	S A	13	0	0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	91.7	4	12		
GLASGOW	JET2.COM LTD	S D	13	0	0	0.0	76.9	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	91.7	5	12		
GLASGOW	RYANAIR	S A	9	0	0	0.0	11.1	11.1	22.2	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	40	55.6	22	9		
GLASGOW	RYANAIR	S D	9	0	0	0.0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	27	66.7	14	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	35.7	26	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	0.0	0	66.7	19	12		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0
	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	0.0	3	50.0	39	4
	GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	30	4
	LEEDS BRADFORD	JET2.COM LTD	S	A	21	0	0	28.6	47.6	19.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	13	18
	LEEDS BRADFORD	JET2.COM LTD	S	D	21	0	0	0.0	42.9	38.1	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	76.5	13	17
	LEEDS BRADFORD	RYANAIR	S	A	14	0	0	14.3	42.9	21.4	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	13
	LEEDS BRADFORD	RYANAIR	S	D	14	0	0	0.0	28.6	50.0	0.0	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	18	92.3	2	13
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	18	8
	LIVERPOOL (JOHN LENNON)	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	0.0	1	88.9	12	9
	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	0.0	3	100.0	1	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	23.5	41.2	11.8	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	84.6	11	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	22.2	50.0	11.1	0.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	20	72.7	14	11
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	0.0	32.3	22.6	22.6	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	23	45.2	41	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	9.7	71.0	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	11	61.3	32	31
	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	71.0	9	31
	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	80.6	8	31
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	8	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	5	9
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	4	100.0	1	9
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	12	0	0	8.3	0.0	58.3	8.3	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	29	80.0	15	15
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	7.7	30.8	7.7	30.8	7.7	7.7	7.7	0.0	0.0	0.0	0.0	48	80.0	17	15
	GATWICK	TUI AIRWAYS LTD	C	A	10	0	0	0.0	20.0	30.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	26	66.7	22	14
	GATWICK	TUI AIRWAYS LTD	C	D	10	0	0	0.0	20.0	50.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	18	78.6	9	14
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	44.4	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	0	9

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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	10	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	100.0	3	4	
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	2	4	
LUTON	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	8	9		
LUTON	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	7	100.0	5	9		
LUTON	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	75.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	13	75.0	25	8		
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	11.1	0.0	11.1	0.0	0.0	0.0	0.0	15	62.5	25	8		
STANSTED	JET2.COM LTD	S	A	22	0	0	9.1	27.3	9.1	27.3	13.6	9.1	0.0	4.5	0.0	0.0	29	78.6	9	14		
STANSTED	JET2.COM LTD	S	D	22	0	0	0.0	18.2	45.5	22.7	4.5	4.5	0.0	4.5	0.0	0.0	25	78.6	10	14		
STANSTED	RYANAIR	S	A	22	0	0	0.0	9.1	22.7	40.9	18.2	0.0	4.5	4.5	0.0	0.0	33	77.3	8	22		
STANSTED	RYANAIR	S	D	22	0	0	0.0	0.0	63.6	22.7	4.5	0.0	4.5	4.5	0.0	0.0	27	72.7	13	22		
STANSTED	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	11.1	44.4	0.0	11.1	0.0	0.0	11.1	0.0	191	88.9	6	9		
STANSTED	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	22.2	0.0	0.0	0.0	11.1	0.0	176	88.9	8	9		
MANCHESTER	JET2.COM LTD	S	A	26	0	0	26.9	50.0	15.4	3.8	3.8	0.0	0.0	0.0	0.0	0.0	4	88.9	7	18		
MANCHESTER	JET2.COM LTD	S	D	27	0	0	0.0	22.2	59.3	11.1	3.7	3.7	0.0	0.0	0.0	0.0	11	76.5	11	17		
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	73.3	15	30		
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	73.3	15	30		
MANCHESTER	RYANAIR	S	A	22	0	0	9.1	27.3	50.0	9.1	0.0	4.5	0.0	0.0	0.0	0.0	10	77.3	11	22		
MANCHESTER	RYANAIR	S	D	22	0	0	0.0	22.7	72.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	11	81.8	11	22		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	7.1	0.0	35.7	21.4	7.1	28.6	0.0	0.0	0.0	0.0	38	60.0	17	15		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	7.1	50.0	7.1	14.3	14.3	7.1	0.0	0.0	0.0	37	56.3	15	16		
MANCHESTER	TUI AIRWAYS LTD	C	A	18	0	0	0.0	22.2	27.8	11.1	33.3	0.0	5.6	0.0	0.0	0.0	27	61.1	15	18		
MANCHESTER	TUI AIRWAYS LTD	C	D	18	0	0	0.0	22.2	33.3	22.2	11.1	5.6	5.6	0.0	0.0	0.0	22	55.6	19	18		
NEWCASTLE	JET2.COM LTD	S	A	13	0	0	15.4	30.8	23.1	7.7	7.7	7.7	7.7	0.0	0.0	0.0	22	84.6	6	13		
NEWCASTLE	JET2.COM LTD	S	D	13	0	0	0.0	15.4	53.8	7.7	15.4	0.0	0.0	7.7	0.0	0.0	25	84.6	14	13		
NEWCASTLE	RYANAIR	S	A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9		
NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	16	88.9	5	9		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	9	0	0	44.4	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	10		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	13	80.0	10	10		
NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	8		
NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8		
<b>TOTAL ARRECIFE</b>				<b>1180</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>25.3</b>	<b>42.5</b>	<b>12.5</b>	<b>7.4</b>	<b>4.7</b>	<b>1.2</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>77.6</b>	<b>13</b>	<b>1299</b>	

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

		Origin/Destinations: A																	MAY 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	
ARUBA																							
	GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	5	
	GATWICK	TUI AIRWAYS LTD	C	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	14	80.0	15	5	
	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	75.0	17	4	
	MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	20	5	
<b>TOTAL ARUBA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>50.0</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>84.2</b>	<b>14</b>	<b>19</b>	
ASHKHABAD																							
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	8	0	0	0.0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	37	60.0	16	9	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	8	0	0	0.0	0.0	25.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	56	60.0	17	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	10	5	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	38	100.0	2	5	
<b>TOTAL ASHKHABAD</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>4.2</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>20.8</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>70.0</b>	<b>13</b>	<b>28</b>	
ASTANA																							
	HEATHROW	AIR ASTANA	S	A	18	0	0	27.8	66.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	18	
	HEATHROW	AIR ASTANA	S	D	18	0	0	0.0	61.1	11.1	0.0	11.1	16.7	0.0	0.0	0.0	0.0	0.0	18	88.9	12	18	
<b>TOTAL ASTANA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>63.9</b>	<b>8.3</b>	<b>0.0</b>	<b>5.6</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>9</b>	<b>88.9</b>	<b>9</b>	<b>36</b>	
ASTURIAS																							
	GATWICK	VUELING AIRLINES	S	A	14	0	0	0.0	14.3	28.6	14.3	14.3	21.4	7.1	0.0	0.0	0.0	0.0	38	69.2	12	13	
	GATWICK	VUELING AIRLINES	S	D	14	0	0	0.0	0.0	21.4	21.4	21.4	28.6	7.1	0.0	0.0	0.0	0.0	51	53.8	14	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	76.9	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	13	
	HEATHROW	IBERIA	S	A	13	0	0	0.0	61.5	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	5	14	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	0.0	23.5	23.5	17.6	11.8	11.8	5.9	0.0	0.0	0.0	5.9	30	77.4	21	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	47.1	23.5	0.0	11.8	11.8	5.9	0.0	0.0	0.0	0.0	22	80.6	15	31	
<b>TOTAL ASTURIAS</b>					<b>87</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>36.4</b>	<b>25.0</b>	<b>10.2</b>	<b>10.2</b>	<b>12.5</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>25</b>	<b>79.1</b>	<b>14</b>	<b>115</b>	
ATHENS																							
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	37.5	0.0	25.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	27	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
	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	26	0.0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	11.1	0.0	11.1	33.3	33.3	0.0	0.0	0.0	0.0	0.0	48	88.9	5	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	22.2	22.2	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	33	88.9	12	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	0	1	7.8	31.4	25.5	7.8	9.8	9.8	5.9	0.0	0.0	0.0	2.0	23	69.8	18	52	

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

		Origin/Destinations: A																	MAY 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	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	1	0.0	9.6	59.6	15.4	9.6	1.9	1.9	0.0	0.0	0.0	1.9	17	73.1	13	51
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	1
	HEATHROW	AEGEAN AIRLINES	S	A	93	0	0	24.7	45.2	16.1	7.5	5.4	1.1	0.0	0.0	0.0	0.0	0.0	5	88.2	6	93
	HEATHROW	AEGEAN AIRLINES	S	D	93	0	0	0.0	37.6	33.3	17.2	6.5	4.3	0.0	1.1	0.0	0.0	0.0	16	84.9	10	93
	HEATHROW	AIR CANADA	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
	HEATHROW	BRITISH AIRWAYS PLC	S	A	127	0	0	22.0	40.2	19.7	7.1	5.5	5.5	0.0	0.0	0.0	0.0	0.0	10	83.1	13	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	127	0	0	0.0	21.3	51.2	16.5	7.1	3.1	0.8	0.0	0.0	0.0	0.0	13	73.4	16	124
	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
	LUTON	WIZZ AIR	S	A	31	0	0	0.0	0.0	35.5	19.4	32.3	3.2	6.5	3.2	0.0	0.0	0.0	42	0.0	0	0
	LUTON	WIZZ AIR	S	D	31	0	0	0.0	3.2	71.0	9.7	6.5	6.5	0.0	3.2	0.0	0.0	0.0	24	0.0	0	0
	STANSTED	RYANAIR	S	A	47	0	1	22.9	29.2	27.1	6.3	4.2	6.3	2.1	0.0	0.0	0.0	2.1	14	95.8	13	48
	STANSTED	RYANAIR	S	D	47	0	1	0.0	0.0	25.0	18.8	37.5	10.4	2.1	2.1	2.1	0.0	2.1	52	68.8	14	48
	MANCHESTER	AEGEAN AIRLINES	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	100.0	2	9
	MANCHESTER	AEGEAN AIRLINES	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	12	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	11.8	35.3	23.5	11.8	0.0	5.9	5.9	5.9	0.0	0.0	0.0	36	63.2	22	18
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	35.3	35.3	5.9	5.9	11.8	0.0	5.9	0.0	0.0	0.0	36	77.8	14	17
<b>TOTAL ATHENS</b>					<b>785</b>	<b>0</b>	<b>4</b>	<b>9.8</b>	<b>27.5</b>	<b>32.7</b>	<b>12.2</b>	<b>9.8</b>	<b>5.3</b>	<b>1.4</b>	<b>0.8</b>	<b>0.1</b>	<b>0.0</b>	<b>0.5</b>	<b>19</b>	<b>79.6</b>	<b>13</b>	<b>706</b>
ATLANTA																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	22.6	16.1	25.8	16.1	6.5	0.0	0.0	0.0	0.0	0.0	20	66.7	15	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	61.3	16.1	16.1	3.2	0.0	0.0	0.0	0.0	0.0	18	70.0	13	30
	HEATHROW	DELTA AIRLINES	S	A	62	0	0	32.3	19.4	17.7	11.3	11.3	6.5	1.6	0.0	0.0	0.0	0.0	16	70.3	13	37
	HEATHROW	DELTA AIRLINES	S	D	62	0	0	0.0	58.1	35.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	91.9	5	37
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	29.0	38.7	9.7	6.5	6.5	9.7	0.0	0.0	0.0	0.0	0.0	14	57.5	20	40
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	48.4	35.5	9.7	0.0	0.0	3.2	3.2	0.0	0.0	0.0	15	82.1	13	39
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	56.7	26.7	3.3	3.3	3.3	3.3	3.3	0.0	0.0	0.0	0.0	10	89.7	3	29
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	0.0	86.7	10.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	9	89.7	3	29
<b>TOTAL ATLANTA</b>					<b>308</b>	<b>0</b>	<b>0</b>	<b>16.2</b>	<b>38.0</b>	<b>24.4</b>	<b>9.1</b>	<b>7.1</b>	<b>3.6</b>	<b>1.0</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.8</b>	<b>11</b>	<b>271</b>
AUCKLAND INTERNATIONAL																						
	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	22.6	29.0	12.9	19.4	12.9	0.0	3.2	0.0	0.0	0.0	0.0	16	45.2	20	31



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

Origin/Destinations: A

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	0.0	35.5	58.1	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	93.5	5	31
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>11.3</b>	<b>32.3</b>	<b>35.5</b>	<b>9.7</b>	<b>9.7</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>69.4</b>	<b>12</b>	<b>62</b>
AUSTIN (BERGSTROM)																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	13	0	0	0.0	0.0	7.7	7.7	38.5	23.1	7.7	15.4	0.0	0.0	0.0	90	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	14	0	0	0.0	7.1	14.3	21.4	28.6	14.3	0.0	14.3	0.0	0.0	0.0	68	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	32.3	25.8	9.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	13	90.0	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	51.6	6.5	9.7	9.7	3.2	0.0	0.0	0.0	0.0	23	93.3	3	30
<b>TOTAL AUSTIN (BERGSTROM)</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>19.1</b>	<b>30.3</b>	<b>10.1</b>	<b>15.7</b>	<b>11.2</b>	<b>2.2</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>91.7</b>	<b>4</b>	<b>60</b>
AVIGNON																						
	BIRMINGHAM	FLYBE 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	100.0	10	1
	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	25	100.0	2	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	100.0	0	4
	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	50.0	18	4
	MANCHESTER	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	85	1
	SOUTHAMPTON	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	60	100.0	0	2
	SOUTHAMPTON	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	17	50.0	16	2
<b>TOTAL AVIGNON</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>73.3</b>	<b>13</b>	<b>15</b>
AZORES PONTA DELGADA																						
	GATWICK	SATA	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	75.0	8	4
	GATWICK	SATA	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	12	50.0	17	4
	STANSTED	RYANAIR	S	A	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	46	25.0	40	4
	STANSTED	RYANAIR	S	D	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	45	75.0	19	4
<b>TOTAL AZORES PONTA DELGADA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>56.3</b>	<b>12.5</b>	<b>6.3</b>	<b>0.0</b>	<b>12.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>52.9</b>	<b>21</b>	<b>16</b>

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017												
																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								
BACAU		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	9														
		LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	4	9														
		LUTON	BLUE AIR TRANSPORT AERIAN	S	A	25	0	1	50.0	30.8	7.7	0.0	7.7	0.0	0.0	0.0	0.0	0.0	3.8	4	100.0	1	26															
		LUTON	BLUE AIR TRANSPORT AERIAN	S	D	26	0	0	0.0	19.2	50.0	15.4	7.7	3.8	3.8	0.0	0.0	0.0	0.0	17	76.9	9	26															
		STANSTED	BLUE AIR TRANSPORT AERIAN	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 BACAU</b>						<b>70</b>	<b>0</b>	<b>1</b>	<b>28.2</b>	<b>26.8</b>	<b>26.8</b>	<b>7.0</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>1.4</b>	<b>10</b>	<b>90.0</b>	<b>4</b>	<b>70</b>															
BAGHDAD (GEC A)		GATWICK	IRAQI AIRWAYS	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	11	100.0	0	5															
		GATWICK	IRAQI AIRWAYS	S	D	5	0	0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4															
		MANCHESTER	IRAQI AIRWAYS	S	A	3	0	1	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0	100.0	1	4																
		MANCHESTER	IRAQI AIRWAYS	S	D	3	0	1	0.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	15	100.0	0	4																
<b>TOTAL BAGHDAD (GEC A)</b>						<b>16</b>	<b>0</b>	<b>2</b>	<b>33.3</b>	<b>22.2</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>10</b>	<b>100.0</b>	<b>0</b>	<b>17</b>																
BAGRAM		LUTON	AIR ALLIANCE EXPRESS	C	A	0	0	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 BAGRAM</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>																
BAHRAIN		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	64.5	22.6	0.0	0.0	0.0	3.2	0.0	0.0	0.0	6	100.0	1	30																
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	64.5	9.7	6.5	0.0	0.0	0.0	0.0	0.0	10	80.0	10	30																
		HEATHROW	GULF AIR	S	A	62	0	0	1.6	25.8	45.2	16.1	4.8	4.8	1.6	0.0	0.0	0.0	15	43.5	26	62																
		HEATHROW	GULF AIR	S	D	62	0	0	0.0	45.2	38.7	11.3	4.8	0.0	0.0	0.0	0.0	0.0	7	77.4	10	62																
		LUTON	DC 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																
<b>TOTAL BAHRAIN</b>						<b>186</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>37.6</b>	<b>42.5</b>	<b>10.8</b>	<b>4.3</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>70.3</b>	<b>14</b>	<b>185</b>																
BAKU (HEYDER ALIYEV INT'L)		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	10	1																
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	14	0	0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	6	18																
		HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	14	0	0	0.0	7.1	64.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	15	77.8	10	18																
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>21.4</b>	<b>25.0</b>	<b>39.3</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>0.0</b>	<b>8</b>	<b>83.8</b>	<b>8</b>	<b>37</b>																

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
BALE MULHOUSE																						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	23.5	41.2	11.8	0.0	11.8	11.8	0.0	0.0	0.0	0.0	0.0	14	83.3	11	18
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	41.2	35.3	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	14	77.8	18	18
	EDINBURGH	EASYJET SWITZERLAND	S	A	35	0	0	28.6	54.3	11.4	0.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	8	94.9	1	39
	EDINBURGH	EASYJET SWITZERLAND	S	D	35	0	0	0.0	25.7	62.9	5.7	0.0	2.9	0.0	2.9	0.0	0.0	0.0	14	79.5	7	39
	JERSEY	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	75.0	10	4
	JERSEY	SMALL PLANET AIRLINES GERMANY	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
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	86	0	4	6.7	36.7	25.6	8.9	5.6	6.7	2.2	2.2	1.1	0.0	4.4	25	65.2	19	89
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	86	0	3	0.0	30.3	34.8	16.9	6.7	4.5	2.2	1.1	0.0	0.0	3.4	20	64.0	16	89
	GATWICK	RABBIT 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	29	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	107	0	5	17.9	53.6	10.7	6.3	4.5	2.7	0.0	0.0	0.0	0.0	4.5	6	84.4	10	109
	HEATHROW	BRITISH AIRWAYS PLC	S	D	107	0	5	0.0	43.8	40.2	6.3	3.6	1.8	0.0	0.0	0.0	0.0	4.5	7	84.5	8	110
	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	88.4	4	43
	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	76.7	9	43
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	3.2	32.3	29.0	12.9	19.4	3.2	0.0	0.0	0.0	0.0	0.0	16	93.5	3	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	32.3	35.5	16.1	16.1	0.0	0.0	0.0	0.0	0.0	0.0	12	87.1	5	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	0.0	49	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	18	1
	STANSTED	RYANAIR	S	A	31	0	0	0.0	25.8	25.8	9.7	22.6	9.7	0.0	6.5	0.0	0.0	0.0	33	80.6	8	31
	STANSTED	RYANAIR	S	D	31	0	0	0.0	0.0	58.1	19.4	16.1	0.0	0.0	6.5	0.0	0.0	0.0	29	87.1	7	31
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	29	0	2	0.0	19.4	22.6	12.9	19.4	19.4	0.0	0.0	0.0	0.0	6.5	33	77.8	18	27
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	22.6	35.5	16.1	9.7	12.9	0.0	0.0	0.0	0.0	3.2	24	74.1	19	27
<b>TOTAL BALE MULHOUSE</b>					<b>674</b>	<b>0</b>	<b>20</b>	<b>5.9</b>	<b>36.3</b>	<b>30.1</b>	<b>9.8</b>	<b>8.2</b>	<b>4.8</b>	<b>0.6</b>	<b>1.3</b>	<b>0.1</b>	<b>0.0</b>	<b>2.9</b>	<b>16</b>	<b>79.3</b>	<b>11</b>	<b>782</b>
BALTIMORE																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45.2	22.6	12.9	0.0	6.5	9.7	3.2	0.0	0.0	0.0	0.0	18	73.3	13	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	58.1	9.7	6.5	0.0	9.7	0.0	0.0	0.0	0.0	24	73.3	21	30
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>19.4</b>	<b>35.5</b>	<b>4.8</b>	<b>6.5</b>	<b>4.8</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>73.3</b>	<b>17</b>	<b>60</b>

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

		Origin/Destinations: B																	MAY 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	6.5	45.2	25.8	12.9	3.2	3.2	3.2	0.0	0.0	0.0	0.0	14	67.7	24	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	0.0	19.4	48.4	16.1	3.2	9.7	3.2	0.0	0.0	0.0	0.0	21	93.5	3	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>3.2</b>	<b>32.3</b>	<b>37.1</b>	<b>14.5</b>	<b>3.2</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>17</b>	<b>80.6</b>	<b>13</b>	<b>62</b>	
BANGALORE (BENGALURU)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	43.8	37.5	12.5	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3.1	2	80.0	8	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	3.2	41.9	35.5	16.1	3.2	0.0	0.0	0.0	0.0	0.0	19	73.3	11	30	
<b>TOTAL BANGALORE (BENGALURU)</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>22.2</b>	<b>20.6</b>	<b>27.0</b>	<b>19.0</b>	<b>7.9</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>11</b>	<b>76.7</b>	<b>10</b>	<b>60</b>	
BANGKOK SUVARNABHUMI																							
	LIVERPOOL (JOHN LENNON)	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	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	38.7	41.9	9.7	0.0	6.5	0.0	0.0	3.2	0.0	0.0	0.0	11	70.0	19	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	61.3	16.1	6.5	6.5	0.0	0.0	0.0	0.0	0.0	15	66.7	18	30	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	56	0	0	14.3	21.4	33.9	21.4	7.1	0.0	1.8	0.0	0.0	0.0	0.0	12	29.0	26	62	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	56	0	0	0.0	26.8	42.9	23.2	3.6	3.6	0.0	0.0	0.0	0.0	0.0	12	95.2	5	62	
<b>TOTAL BANGKOK SUVARNABHUMI</b>					<b>174</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>24.7</b>	<b>37.4</b>	<b>17.2</b>	<b>5.7</b>	<b>2.3</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>64.3</b>	<b>16</b>	<b>185</b>	
BANGOR																							
	GATWICK	NETJETS AVIATION (USA)	C	A	0	0	0	0.0	0.0	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 BANGOR</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
BANJUL																							
	GATWICK	ENTER AIR	C	A	5	0	2	0.0	0.0	14.3	0.0	14.3	28.6	0.0	14.3	0.0	0.0	28.6	85	0.0	0	0	
	GATWICK	ENTER AIR	C	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	40	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	20.0	25	5	
	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	60.0	19	5	
<b>TOTAL BANJUL</b>					<b>10</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>8.3</b>	<b>33.3</b>	<b>0.0</b>	<b>8.3</b>	<b>16.7</b>	<b>8.3</b>	<b>8.3</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>63</b>	<b>40.0</b>	<b>22</b>	<b>10</b>	
BARCELONA																							
	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	79	3	
	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	50.0	19	2	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	4.5	40.9	31.8	18.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	9	95.5	4	22	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	4.5	86.4	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	6	22	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	2	
	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	69.2	13	26	
	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	69.2	11	26	
	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	87.5	16	8	
	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	37.5	28	8	
	BIRMINGHAM	RYANAIR	S	A	39	0	1	0.0	22.5	27.5	22.5	15.0	10.0	0.0	0.0	0.0	2.5	21	92.5	4	40		
	BIRMINGHAM	RYANAIR	S	D	39	0	1	0.0	0.0	17.5	17.5	35.0	20.0	5.0	2.5	0.0	0.0	2.5	50	47.5	15	40	
	BIRMINGHAM	VUELING AIRLINES	S	A	26	0	0	0.0	19.2	26.9	23.1	15.4	7.7	0.0	7.7	0.0	0.0	0.0	39	50.0	17	22	
	BIRMINGHAM	VUELING AIRLINES	S	D	26	0	0	0.0	0.0	19.2	26.9	30.8	11.5	3.8	7.7	0.0	0.0	0.0	59	40.9	30	22	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	9.7	40.3	24.2	11.3	4.8	6.5	1.6	0.0	0.0	0.0	1.6	14	76.3	11	59	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	61	0	1	0.0	16.1	58.1	6.5	11.3	4.8	1.6	0.0	0.0	0.0	1.6	17	76.3	13	59	
	CARDIFF WALES	VUELING AIRLINES	S	A	14	0	0	0.0	28.6	21.4	21.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	28	92.9	4	14	
	CARDIFF WALES	VUELING AIRLINES	S	D	14	0	0	0.0	7.1	28.6	14.3	21.4	14.3	0.0	14.3	0.0	0.0	0.0	54	92.9	4	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	30	0	1	0.0	3.2	16.1	16.1	48.4	9.7	0.0	3.2	0.0	0.0	3.2	42	74.2	9	31	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	30	0	1	0.0	6.5	48.4	19.4	19.4	0.0	3.2	0.0	0.0	0.0	3.2	21	77.4	10	31	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	11.1	0.0	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	11	9	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	8	9	
	EDINBURGH	RYANAIR	S	A	31	0	0	0.0	12.9	41.9	6.5	19.4	12.9	6.5	0.0	0.0	0.0	0.0	31	51.6	17	31	
	EDINBURGH	RYANAIR	S	D	31	0	0	0.0	12.9	58.1	16.1	6.5	3.2	3.2	0.0	0.0	0.0	0.0	18	87.1	6	31	
	EDINBURGH	VUELING AIRLINES	S	A	18	0	0	5.6	16.7	27.8	0.0	5.6	22.2	22.2	0.0	0.0	0.0	0.0	58	100.0	1	23	
	EDINBURGH	VUELING AIRLINES	S	D	18	0	1	0.0	0.0	31.6	15.8	0.0	15.8	31.6	0.0	0.0	0.0	5.3	72	100.0	4	23	
	GLASGOW	BA CITYFLYER LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	36	1	
	GLASGOW	BA CITYFLYER LTD	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
	GLASGOW	JET2.COM LTD	S	A	14	0	0	0.0	7.1	42.9	35.7	7.1	0.0	7.1	0.0	0.0	0.0	0.0	25	53.8	20	13	
	GLASGOW	JET2.COM LTD	S	D	14	0	0	0.0	28.6	42.9	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	14	84.6	5	13	
	GLASGOW	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	
	LEEDS BRADFORD	JET2.COM LTD	S	A	17	0	0	11.8	29.4	23.5	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	14	52.9	20	17	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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							
LEEDS BRADFORD	JET2.COM 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	0.0	10	76.5	10	17		
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	76.9	28	13		
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	76.9	6	13		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	52	0	2	13.0	40.7	16.7	7.4	9.3	5.6	3.7	0.0	0.0	0.0	0.0	3.7	17	76.9	12	52		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	52	0	2	0.0	40.7	42.6	7.4	1.9	1.9	1.9	0.0	0.0	0.0	0.0	3.7	8	92.5	4	53		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	31	0	0	3.2	35.5	22.6	6.5	19.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	29	74.2	21	31		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	31	0	0	0.0	16.1	58.1	9.7	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	13	96.8	2	31		
GATWICK	BRITISH AIRWAYS PLC	S A	60	0	1	13.1	36.1	16.4	8.2	14.8	6.6	0.0	3.3	0.0	0.0	0.0	1.6	23	74.2	15	65		
GATWICK	BRITISH AIRWAYS PLC	S D	61	0	1	0.0	24.2	45.2	14.5	11.3	1.6	0.0	1.6	0.0	0.0	0.0	1.6	15	75.8	13	65		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	183	0	3	14.5	24.2	23.7	11.3	12.4	5.9	3.2	3.2	0.0	0.0	0.0	1.6	27	74.2	15	186		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	183	0	3	0.0	15.6	40.3	15.1	14.5	7.0	2.2	3.8	0.0	0.0	0.0	1.6	31	64.5	20	186		
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	40.9	46	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	0.0	0	72.7	28	22		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	31	0	0	0.0	25.8	41.9	12.9	0.0	9.7	6.5	0.0	3.2	0.0	0.0	0.0	37	87.1	9	31		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	31	0	0	0.0	12.9	45.2	16.1	6.5	12.9	3.2	3.2	0.0	0.0	0.0	0.0	34	45.2	22	31		
GATWICK	VUELING AIRLINES	S A	190	0	1	7.3	19.9	24.1	11.5	17.8	13.1	4.2	1.0	0.5	0.0	0.5	0.0	34	82.2	8	152		
GATWICK	VUELING AIRLINES	S D	189	0	2	0.0	3.1	29.3	21.5	20.4	16.8	5.8	1.6	0.5	0.0	1.0	0.0	44	57.9	17	152		
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	0.0	18	1		
HEATHROW	BRITISH AIRWAYS PLC	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1		
HEATHROW	BRITISH AIRWAYS PLC	S A	222	0	4	4.0	36.7	28.8	12.4	9.3	4.9	1.8	0.4	0.0	0.0	0.0	1.8	16	73.0	12	237		
HEATHROW	BRITISH AIRWAYS PLC	S D	222	0	4	0.0	35.0	45.6	8.8	5.8	2.2	0.9	0.0	0.0	0.0	0.0	1.8	10	87.8	7	237		
HEATHROW	VUELING AIRLINES	S A	17	0	1	0.0	5.6	44.4	5.6	16.7	11.1	11.1	0.0	0.0	0.0	0.0	5.6	38	0.0	0	0		
HEATHROW	VUELING AIRLINES	S D	17	0	1	0.0	5.6	38.9	11.1	16.7	11.1	11.1	0.0	0.0	0.0	0.0	5.6	44	0.0	0	0		
LUTON	EASYJET AIRLINE COMPANY LTD	S A	89	0	3	1.1	26.1	33.7	10.9	12.0	9.8	3.3	0.0	0.0	0.0	0.0	3.3	23	66.7	17	93		
LUTON	EASYJET AIRLINE COMPANY LTD	S D	90	0	3	0.0	10.8	59.1	12.9	5.4	5.4	2.2	1.1	0.0	0.0	0.0	3.2	20	76.3	16	93		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	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	100.0	7	1	
	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	21	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	68	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	100.0	0	1	
	LUTON	VUELING AIRLINES	S	A	27	0	1	0.0	25.0	14.3	21.4	21.4	3.6	3.6	7.1	0.0	0.0	3.6	43	83.6	8	61
	LUTON	VUELING AIRLINES	S	D	27	0	1	0.0	3.6	17.9	25.0	21.4	14.3	7.1	7.1	0.0	0.0	3.6	63	67.2	16	61
	STANSTED	RYANAIR	S	A	118	0	5	2.4	17.9	30.1	16.3	16.3	6.5	2.4	0.8	3.3	0.0	4.1	41	81.5	12	124
	STANSTED	RYANAIR	S	D	118	0	5	0.0	0.0	16.3	24.4	26.8	19.5	6.5	2.4	0.0	0.0	4.1	51	59.7	19	124
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	0.0	22.7	27.3	31.8	9.1	9.1	0.0	0.0	0.0	0.0	0.0	20	47.1	19	17
	MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	0.0	59.1	27.3	9.1	4.5	0.0	0.0	0.0	0.0	0.0	17	76.5	8	17
	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	48.6	29	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	77.8	10	36	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	26	9	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	22	9	
	MANCHESTER	RYANAIR	S	A	61	0	1	0.0	8.1	32.3	19.4	19.4	9.7	8.1	0.0	1.6	0.0	1.6	42	59.7	22	62
	MANCHESTER	RYANAIR	S	D	61	0	1	0.0	8.1	59.7	16.1	8.1	1.6	3.2	1.6	0.0	0.0	1.6	21	85.5	9	62
	MANCHESTER	VUELING AIRLINES	S	A	35	0	0	0.0	22.9	28.6	22.9	17.1	8.6	0.0	0.0	0.0	0.0	0.0	23	83.9	7	31
	MANCHESTER	VUELING AIRLINES	S	D	35	0	0	0.0	5.7	34.3	20.0	25.7	11.4	2.9	0.0	0.0	0.0	0.0	32	77.4	8	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	26	0	1	14.8	25.9	18.5	14.8	14.8	7.4	0.0	0.0	0.0	0.0	3.7	17	85.2	8	27
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	26	0	1	0.0	18.5	40.7	14.8	14.8	7.4	0.0	0.0	0.0	0.0	3.7	21	70.4	13	27
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	11.8	23.5	23.5	17.6	5.9	11.8	0.0	5.9	0.0	0.0	0.0	32	83.3	7	18
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	23.5	41.2	11.8	11.8	11.8	0.0	0.0	0.0	0.0	0.0	22	72.2	14	18
<b>TOTAL BARCELONA</b>					<b>2930</b>	<b>0</b>	<b>54</b>	<b>2.9</b>	<b>19.9</b>	<b>34.0</b>	<b>14.7</b>	<b>13.7</b>	<b>8.1</b>	<b>3.2</b>	<b>1.4</b>	<b>0.3</b>	<b>0.0</b>	<b>1.8</b>	<b>28</b>	<b>73.7</b>	<b>13</b>	<b>3179</b>
<b>BARI (PALESE)</b>																						
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	22.2	33.3	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	20	88.9	7	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	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	15	100.0	1	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	27.8	50.0	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	7	88.9	13	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	27.8	55.6	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	14	94.4	5	18

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

		Origin/Destinations: B																	MAY 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	m late	m late	m late	m late	m late	late						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	0.0	22.2	22.2	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	34	61.1	18	18
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	1	0.0	5.3	63.2	5.3	10.5	10.5	0.0	0.0	0.0	0.0	5.3	19	72.2	9	18
	LUTON	WIZZ AIR	S	A	17	0	0	0.0	0.0	41.2	29.4	23.5	5.9	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	LUTON	WIZZ AIR	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	9	0.0	0	0
	STANSTED	RYANAIR	S	A	30	0	1	0.0	9.7	19.4	19.4	16.1	22.6	9.7	0.0	0.0	0.0	3.2	47	80.6	10	31
	STANSTED	RYANAIR	S	D	30	0	1	0.0	0.0	32.3	29.0	16.1	19.4	0.0	0.0	0.0	0.0	3.2	35	74.2	12	31
<b>TOTAL BARI (PALESE)</b>					<b>184</b>	<b>0</b>	<b>3</b>	<b>3.2</b>	<b>13.9</b>	<b>39.0</b>	<b>16.0</b>	<b>11.8</b>	<b>11.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>26</b>	<b>80.3</b>	<b>10</b>	<b>152</b>
BARRA																						
	GLASGOW	LOGANAIR LTD	S	A	64	0	5	5.8	26.1	37.7	5.8	13.0	1.4	0.0	2.9	0.0	0.0	7.2	18	90.0	6	60
	GLASGOW	LOGANAIR LTD	S	D	68	0	4	0.0	36.1	36.1	6.9	8.3	2.8	1.4	2.8	0.0	0.0	5.6	18	86.7	9	60
<b>TOTAL BARRA</b>					<b>132</b>	<b>0</b>	<b>9</b>	<b>2.8</b>	<b>31.2</b>	<b>36.9</b>	<b>6.4</b>	<b>10.6</b>	<b>2.1</b>	<b>0.7</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>6.4</b>	<b>18</b>	<b>88.3</b>	<b>8</b>	<b>120</b>
BASTIA																						
	BIRMINGHAM	FLYBE 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	54	100.0	0	1
	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	58	100.0	2	1
	BRISTOL	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	4	1
	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	14	100.0	2	4
	GATWICK	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	5	50.0	12	4
	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	1306	1
	HEATHROW	BRITISH AIRWAYS PLC	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	1
	STANSTED	AIR CORSICA	S	A	9	0	0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0
	STANSTED	AIR CORSICA	S	D	9	0	0	0.0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY 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	27	100.0	0	3
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	5	3
	SOUTHAMPTON	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	24	100.0	3	2
	SOUTHAMPTON	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	33	50.0	10	2
<b>TOTAL BASTIA</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>2.6</b>	<b>15.4</b>	<b>41.0</b>	<b>17.9</b>	<b>17.9</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>20</b>	<b>82.6</b>	<b>61</b>	<b>23</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	78.6	12	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	71.4	14	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>75.0</b>	<b>13</b>	<b>28</b>
BEIJING																						
	HEATHROW	AIR CHINA	S	A	62	0	0	14.5	19.4	24.2	14.5	22.6	3.2	1.6	0.0	0.0	0.0	0.0	18	25.8	33	62
	HEATHROW	AIR CHINA	S	D	62	0	0	12.9	61.3	24.2	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	2	88.7	7	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	48.4	3.2	16.1	19.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	13	63.3	24	30



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

		Origin/Destinations: B																	MAY 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
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	58.1	12.9	16.1	3.2	0.0	0.0	0.0	0.0	0.0	20	66.7	14	30
	LUTON	AIR ALSIE	C	D	0	0	0	0.0	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	HAINAN AIRLINES	S	A	17	0	0	11.8	29.4	29.4	5.9	5.9	11.8	5.9	0.0	0.0	0.0	0.0	26	90.0	1	18
	MANCHESTER	HAINAN AIRLINES	S	D	17	0	0	11.8	58.8	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	90.0	0	18
<b>TOTAL BEIJING</b>					<b>220</b>	<b>0</b>	<b>0</b>	<b>16.4</b>	<b>31.4</b>	<b>28.6</b>	<b>9.1</b>	<b>10.0</b>	<b>3.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>65.3</b>	<b>16</b>	<b>221</b>
BEIRUT																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	48.3	34.5	13.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	96.7	2	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	6.9	58.6	24.1	6.9	3.4	0.0	0.0	0.0	0.0	0.0	16	80.0	12	30
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	A	62	0	0	14.5	51.6	27.4	1.6	3.2	1.6	0.0	0.0	0.0	0.0	0.0	5	80.6	8	62
	HEATHROW	MIDDLE EAST AIRLINES (AIR LIBAN S A L)	S	D	61	0	0	3.3	31.1	34.4	9.8	14.8	6.6	0.0	0.0	0.0	0.0	0.0	16	87.1	5	62
<b>TOTAL BEIRUT</b>					<b>181</b>	<b>0</b>	<b>0</b>	<b>13.8</b>	<b>34.8</b>	<b>32.6</b>	<b>8.3</b>	<b>7.2</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>85.3</b>	<b>7</b>	<b>184</b>
BELFAST CITY (GEORGE BEST)																						
	ABERDEEN	FLYBE LTD	S	A	31	0	0	6.5	61.3	19.4	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	6	96.8	2	31
	ABERDEEN	FLYBE LTD	S	D	32	0	0	0.0	46.9	46.9	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	1	31
	BIRMINGHAM	FLYBE LTD	S	A	205	0	1	2.9	62.6	19.9	5.3	3.4	3.9	1.0	0.5	0.0	0.0	0.5	9	87.0	7	193
	BIRMINGHAM	FLYBE LTD	S	D	203	0	1	0.0	23.0	51.0	12.3	6.9	4.4	1.5	0.5	0.0	0.0	0.5	15	70.6	15	194
	CARDIFF WALES	FLYBE LTD	S	A	50	0	0	2.0	60.0	26.0	4.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	7	90.3	7	31
	CARDIFF WALES	FLYBE LTD	S	D	50	0	0	0.0	40.0	50.0	2.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	31
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	109	0	1	4.5	74.5	11.8	5.5	1.8	0.9	0.0	0.0	0.0	0.0	0.9	4	95.5	3	111
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	109	0	0	0.9	52.3	33.0	8.3	4.6	0.9	0.0	0.0	0.0	0.0	0.0	6	92.7	7	110
	EDINBURGH	FLYBE LTD	S	A	113	0	2	4.3	60.0	26.1	2.6	2.6	0.9	1.7	0.0	0.0	0.0	1.7	6	89.7	7	136
	EDINBURGH	FLYBE LTD	S	D	114	0	0	0.0	38.6	50.9	5.3	1.8	2.6	0.0	0.9	0.0	0.0	0.0	9	87.5	8	136
	EXETER	FLYBE LTD	S	A	31	0	0	0.0	45.2	45.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	93.5	3	31
	EXETER	FLYBE LTD	S	D	31	0	0	0.0	29.0	58.1	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	93.5	1	31
	GLASGOW	FLYBE LTD	S	A	109	0	1	25.5	59.1	5.5	2.7	3.6	2.7	0.0	0.0	0.0	0.0	0.9	5	83.7	8	135
	GLASGOW	FLYBE LTD	S	D	109	0	0	0.9	66.1	22.0	0.9	5.5	3.7	0.9	0.0	0.0	0.0	0.0	8	80.0	10	135
	ISLE OF MAN	EASTERN AIRWAYS	S	A	28	0	1	3.4	41.4	24.1	6.9	10.3	3.4	3.4	3.4	0.0	0.0	3.4	24	0.0	0	0
	ISLE OF MAN	EASTERN AIRWAYS	S	D	27	0	2	10.3	37.9	27.6	10.3	0.0	6.9	0.0	0.0	0.0	0.0	6.9	11	0.0	0	0
	LEEDS BRADFORD	FLYBE LTD	S	A	124	0	1	0.0	64.0	24.8	1.6	1.6	4.8	1.6	0.8	0.0	0.0	0.8	9	92.4	6	119
	LEEDS BRADFORD	FLYBE LTD	S	D	124	0	1	0.0	44.8	41.6	4.8	2.4	4.8	0.8	0.0	0.0	0.0	0.8	8	93.3	4	119

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	30	0	0	0.0	66.7	23.3	0.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	8	96.8	2	31
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	30	0	0	0.0	53.3	36.7	0.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	8	96.8	1	31
	HEATHROW	AER LINGUS	S	A	93	0	0	39.8	39.8	14.0	3.2	1.1	2.2	0.0	0.0	0.0	0.0	0.0	4	95.7	2	92
	HEATHROW	AER LINGUS	S	D	93	0	0	2.2	65.6	24.7	4.3	1.1	2.2	0.0	0.0	0.0	0.0	0.0	5	97.8	2	92
	HEATHROW	BRITISH AIRWAYS PLC	S	A	133	0	2	27.4	51.1	10.4	5.2	3.0	1.5	0.0	0.0	0.0	0.0	1.5	4	92.1	7	140
	HEATHROW	BRITISH AIRWAYS PLC	S	D	134	0	1	0.0	48.1	40.0	3.7	4.4	3.0	0.0	0.0	0.0	0.0	0.7	7	93.5	6	139
	LONDON CITY	FLYBE LTD	S	A	143	0	1	4.9	46.5	29.9	9.7	4.2	4.2	0.0	0.0	0.0	0.0	0.7	9	97.1	2	102
	LONDON CITY	FLYBE LTD	S	D	143	0	1	0.0	25.7	49.3	11.8	6.9	5.6	0.0	0.0	0.0	0.0	0.7	13	88.2	7	102
	MANCHESTER	FLYBE LTD	S	A	199	0	2	4.0	58.2	26.4	3.5	3.5	3.5	0.0	0.0	0.0	0.0	1.0	7	91.7	5	203
	MANCHESTER	FLYBE LTD	S	D	199	0	2	0.0	25.4	56.7	8.0	3.0	5.0	1.0	0.0	0.0	0.0	1.0	11	84.9	8	203
	NEWCASTLE	FLYBE LTD	S	A	29	0	1	53.3	16.7	16.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	3.3	7	0.0	0	0
	NEWCASTLE	FLYBE LTD	S	D	30	0	0	0.0	3.3	56.7	20.0	6.7	6.7	3.3	3.3	0.0	0.0	0.0	31	0.0	0	0
	SOUTHAMPTON	FLYBE LTD	S	A	90	0	0	1.1	52.2	38.9	3.3	0.0	4.4	0.0	0.0	0.0	0.0	0.0	6	96.6	2	89
	SOUTHAMPTON	FLYBE LTD	S	D	90	0	0	0.0	33.3	56.7	0.0	3.3	6.7	0.0	0.0	0.0	0.0	0.0	9	89.9	8	89
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>3035</b>	<b>0</b>	<b>21</b>	<b>5.3</b>	<b>47.6</b>	<b>33.1</b>	<b>5.5</b>	<b>3.6</b>	<b>3.5</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>8</b>	<b>89.5</b>	<b>6</b>	<b>2887</b>
BELFAST INTERNATIONAL																						
	BELFAST CITY (GEORGE BEST)	AER LINGUS	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
	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	12	0.0	0	0
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	76	0	0	3.9	64.5	18.4	6.6	2.6	1.3	1.3	1.3	0.0	0.0	0.0	10	94.1	4	84
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	76	0	0	0.0	38.2	35.5	15.8	6.6	1.3	1.3	1.3	0.0	0.0	0.0	15	89.4	6	84
	BIRMINGHAM	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	100.0	6	1
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	74	0	1	1.3	37.3	28.0	6.7	12.0	10.7	2.7	0.0	0.0	0.0	1.3	21	60.0	17	75
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	74	0	1	0.0	30.7	33.3	10.7	12.0	9.3	2.7	0.0	0.0	0.0	1.3	20	54.7	18	75
	BRISTOL	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	100.0	0	2
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	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	100.0	7	1
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	2.9	41.3	38.5	5.8	6.7	3.8	0.0	1.0	0.0	0.0	0.0	12	76.1	10	88
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	1.0	38.5	40.4	7.7	5.8	5.8	0.0	1.0	0.0	0.0	0.0	13	78.4	10	88

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	91	0	0	4.4	58.2	16.5	5.5	8.8	5.5	1.1	0.0	0.0	0.0	0.0	12	85.3	11	95
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	0.0	53.3	28.3	3.3	7.6	6.5	1.1	0.0	0.0	0.0	0.0	12	85.3	10	95
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	9
	JERSEY	EASYJET AIRLINE COMPANY 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	8	77.8	12	9
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	146	0	0	2.1	65.1	17.1	6.2	3.4	3.4	0.7	2.1	0.0	0.0	0.0	12	83.8	10	159
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	147	0	0	0.7	68.0	17.7	3.4	4.8	4.1	0.7	0.7	0.0	0.0	0.0	10	80.1	11	160
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	182	0	2	7.6	41.8	20.7	10.3	7.1	8.2	1.6	0.5	1.1	0.0	1.1	22	74.6	15	188
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	183	0	2	0.0	28.1	43.8	8.1	9.2	6.5	1.6	0.5	1.1	0.0	1.1	22	72.5	15	188
	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	75.0	11	124
	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	65.3	16	124
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	105	0	1	3.8	35.8	32.1	9.4	11.3	6.6	0.0	0.0	0.0	0.0	0.9	16	76.0	13	104
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	105	0	1	0.0	32.1	34.9	10.4	13.2	7.5	0.9	0.0	0.0	0.0	0.9	18	74.3	12	105
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	117	0	1	4.2	33.1	28.8	9.3	7.6	6.8	8.5	0.8	0.0	0.0	0.8	28	70.2	16	121
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	118	0	1	0.0	37.8	26.1	10.9	6.7	9.2	7.6	0.8	0.0	0.0	0.8	28	71.1	16	121
	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	4	0.0	0	0
	STANSTED	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
	STANSTED	RYANAIR	S	A	93	0	0	20.4	48.4	14.0	6.5	7.5	3.2	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	STANSTED	RYANAIR	S	D	93	0	0	0.0	14.0	48.4	12.9	12.9	8.6	3.2	0.0	0.0	0.0	0.0	22	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	66	0	0	16.7	43.9	15.2	7.6	9.1	6.1	0.0	1.5	0.0	0.0	0.0	15	68.8	16	80
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	0.0	36.4	42.4	4.5	9.1	3.0	3.0	1.5	0.0	0.0	0.0	17	67.5	19	80
	MANCHESTER	RYANAIR	S	A	31	0	0	12.9	58.1	19.4	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	9.7	61.3	19.4	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	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	0.0	50	1
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	2.4	43.4	26.5	8.4	12.0	4.8	2.4	0.0	0.0	0.0	0.0	16	72.4	25	87
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	0.0	36.1	31.3	10.8	13.3	4.8	3.6	0.0	0.0	0.0	0.0	18	69.0	27	87
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>2362</b>	<b>0</b>	<b>10</b>	<b>3.2</b>	<b>42.2</b>	<b>29.3</b>	<b>8.3</b>	<b>8.2</b>	<b>5.7</b>	<b>1.9</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>75.2</b>	<b>14</b>	<b>2436</b>
BELGRADE																						
	HEATHROW	AIR SERBIA	S	A	39	0	0	7.7	51.3	25.6	10.3	0.0	5.1	0.0	0.0	0.0	0.0	0.0	9	84.6	8	39
	HEATHROW	AIR SERBIA	S	D	39	0	0	0.0	10.3	23.1	41.0	15.4	7.7	2.6	0.0	0.0	0.0	0.0	29	69.2	19	39

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: B										MAY 2017									
										NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE									
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	LUTON	WIZZ AIR	S	A	14	0	0	21.4	35.7	14.3	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	18	92.3	5	13							
	LUTON	WIZZ AIR	S	D	14	0	0	0.0	14.3	35.7	21.4	0.0	21.4	7.1	0.0	0.0	0.0	0.0	34	69.2	13	13							
<b>TOTAL BELGRADE</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>29.2</b>	<b>24.5</b>	<b>22.6</b>	<b>6.6</b>	<b>9.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>77.9</b>	<b>12</b>	<b>104</b>							
BENBECULA																													
	GLASGOW	LOGANAIR LTD	S	A	54	0	2	23.2	42.9	16.1	5.4	5.4	1.8	0.0	1.8	0.0	0.0	3.6	11	80.0	19	45							
	GLASGOW	LOGANAIR LTD	S	D	54	0	1	0.0	61.8	27.3	5.5	1.8	1.8	0.0	0.0	0.0	0.0	1.8	5	71.7	21	46							
	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	66.7	12	3							
<b>TOTAL BENBECULA</b>					<b>108</b>	<b>0</b>	<b>3</b>	<b>11.7</b>	<b>52.3</b>	<b>21.6</b>	<b>5.4</b>	<b>3.6</b>	<b>1.8</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>8</b>	<b>75.5</b>	<b>19</b>	<b>94</b>							
BERGAMO																													
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	33.3	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	28	9							
	BELFAST INTERNATIONAL	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	5	100.0	2	9							
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1							
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	162	1							
	BRISTOL	RYANAIR	S	A	13	0	1	0.0	28.6	28.6	0.0	14.3	7.1	7.1	0.0	7.1	0.0	7.1	65	69.2	20	13							
	BRISTOL	RYANAIR	S	D	13	0	1	0.0	7.1	28.6	21.4	7.1	28.6	0.0	0.0	0.0	0.0	7.1	40	33.3	32	12							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	15.4	23.1	15.4	38.5	0.0	7.7	0.0	0.0	0.0	0.0	32	78.6	12	14							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	1	0.0	0.0	28.6	14.3	35.7	0.0	7.1	0.0	7.1	0.0	7.1	59	69.2	14	13							
	EDINBURGH	RYANAIR	S	A	22	0	0	4.5	36.4	22.7	22.7	9.1	4.5	0.0	0.0	0.0	0.0	0.0	12	82.6	7	23							
	EDINBURGH	RYANAIR	S	D	22	0	0	0.0	0.0	50.0	18.2	22.7	4.5	4.5	0.0	0.0	0.0	0.0	26	60.9	17	23							
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	100.0	1	18							
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	1	94.4	2	18							
	STANSTED	RYANAIR	S	A	122	0	2	15.3	44.4	22.6	5.6	8.9	0.8	0.0	0.8	0.0	0.0	1.6	10	95.2	10	124							
	STANSTED	RYANAIR	S	D	122	0	2	0.0	0.0	34.7	26.6	20.2	8.9	4.8	2.4	0.8	0.0	1.6	43	77.4	11	124							
	MANCHESTER	RYANAIR	S	A	39	0	1	5.0	35.0	15.0	15.0	15.0	7.5	5.0	0.0	0.0	0.0	2.5	25	92.5	4	40							
	MANCHESTER	RYANAIR	S	D	39	0	1	0.0	7.5	55.0	17.5	5.0	12.5	0.0	0.0	0.0	0.0	2.5	21	85.0	8	40							
<b>TOTAL BERGAMO</b>					<b>452</b>	<b>0</b>	<b>9</b>	<b>5.0</b>	<b>21.7</b>	<b>32.1</b>	<b>15.4</b>	<b>13.9</b>	<b>5.9</b>	<b>2.6</b>	<b>0.9</b>	<b>0.7</b>	<b>0.0</b>	<b>2.0</b>	<b>26</b>	<b>83.8</b>	<b>11</b>	<b>482</b>							
BERGEN																													
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	45	0	1	0.0	45.7	41.3	4.3	2.2	4.3	0.0	0.0	0.0	0.0	2.2	8	97.7	1	44							
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	45	0	1	2.2	45.7	39.1	4.3	2.2	2.2	2.2	0.0	0.0	0.0	2.2	8	95.5	2	44							
	EDINBURGH	LOGANAIR 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	50.0	23	4							
	EDINBURGH	LOGANAIR 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	100.0	4	4							

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	LOGANAIR 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	75.0	24	8	
	GLASGOW	LOGANAIR 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	57.1	21	7	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	58	0	0	17.2	50.0	15.5	6.9	5.2	5.2	0.0	0.0	0.0	0.0	0.0	9	84.5	10	58	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	58	0	0	0.0	37.9	37.9	5.2	12.1	5.2	1.7	0.0	0.0	0.0	0.0	14	81.0	12	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	71.0	15	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	80.6	6	31	
	MANCHESTER	LOGANAIR LTD	S	A	10	0	0	30.0	60.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	MANCHESTER	LOGANAIR LTD	S	D	10	0	0	0.0	20.0	60.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	MANCHESTER	SAS	S	A	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	9	
	MANCHESTER	SAS	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9	
<b>TOTAL BERGEN BERGERAC</b>					<b>250</b>	<b>0</b>	<b>2</b>	<b>6.0</b>	<b>45.6</b>	<b>31.3</b>	<b>5.6</b>	<b>5.6</b>	<b>4.4</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>85.3</b>	<b>8</b>	<b>307</b>	
	BIRMINGHAM	FLYBE LTD	S	A	19	0	0	21.1	26.3	21.1	15.8	5.3	10.5	0.0	0.0	0.0	0.0	0.0	15	71.4	11	14	
	BIRMINGHAM	FLYBE LTD	S	D	19	0	0	0.0	21.1	47.4	15.8	10.5	5.3	0.0	0.0	0.0	0.0	0.0	15	85.7	9	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	21	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	9	
	EDINBURGH	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	87	100.0	0	1	
	EDINBURGH	FLYBE 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	64	0.0	16	1	
	EXETER	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	0.0	10	75.0	10	4	
	EXETER	FLYBE LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	17	4	
	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	75.0	13	4	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	20	4	
	LIVERPOOL (JOHN LENNON)	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	11.1	10	100.0	1	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	1	0.0	22.2	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	3	100.0	1	9	
	LONDON CITY	BA CITYFLYER LTD	S	A	12	0	0	25.0	25.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	14	13	
	LONDON CITY	BA CITYFLYER LTD	S	D	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	53.8	21	13	
	STANSTED	RYANAIR	S	A	28	0	3	3.2	29.0	32.3	9.7	12.9	3.2	0.0	0.0	0.0	0.0	9.7	14	80.6	7	31	
	STANSTED	RYANAIR	S	D	29	0	2	0.0	3.2	51.6	22.6	6.5	6.5	0.0	0.0	3.2	0.0	6.5	31	83.9	10	31	
	MANCHESTER	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	31	0	0	29.0	51.6	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.6	5	32	

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

		Origin/Destinations: B																	MAY 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
								8.5	32.6	33.9	14.0	3.8	3.8	0.0	0.0	0.4	0.0	3.0	11	82.9	9	234
	SOUTHAMPTON	FLYBE LTD	S	D	31	0	0	0.0	51.6	35.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.6	6	32
<b>TOTAL BERGERAC</b>					<b>229</b>	<b>0</b>	<b>7</b>	<b>8.5</b>	<b>32.6</b>	<b>33.9</b>	<b>14.0</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>3.0</b>	<b>11</b>	<b>82.9</b>	<b>9</b>	<b>234</b>
BERLIN (SCHONEFELD)																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	7	13
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	13
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	10.0	53.3	20.0	0.0	6.7	10.0	0.0	0.0	0.0	0.0	0.0	11	81.5	5	27
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	33.3	53.3	3.3	3.3	6.7	0.0	0.0	0.0	0.0	0.0	12	66.7	13	27
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	46.2	15.4	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	92.9	2	14
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	30.8	69.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	5	14
	EDINBURGH	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	1	81.5	15	27
	EDINBURGH	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	21	67.9	18	28
	EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	EDINBURGH	GERMANIA FLUGGESELLSCHAFT	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	4	0.0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	25.8	45.2	6.5	6.5	6.5	9.7	0.0	0.0	0.0	0.0	0.0	13	90.3	11	31
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	54.8	22.6	3.2	12.9	6.5	0.0	0.0	0.0	0.0	0.0	14	83.9	5	31
	GLASGOW	RYANAIR	S	A	26	0	0	15.4	30.8	34.6	15.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	81.5	10	27
	GLASGOW	RYANAIR	S	D	26	0	0	0.0	23.1	38.5	15.4	19.2	3.8	0.0	0.0	0.0	0.0	0.0	17	51.9	16	27
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	7	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	8	9
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	40.9	31.8	13.6	9.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	8	100.0	0	22
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	68.2	9.1	13.6	4.5	0.0	4.5	0.0	0.0	0.0	0.0	12	90.9	3	22
	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	100.0	0	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	13.8	47.7	20.0	7.7	3.1	6.2	1.5	0.0	0.0	0.0	0.0	11	77.5	14	151
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	0.0	26.2	26.2	21.5	15.4	6.2	4.6	0.0	0.0	0.0	0.0	25	66.2	20	151
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	15.5	36.2	19.0	5.2	13.8	5.2	3.4	1.7	0.0	0.0	0.0	23	86.2	12	58

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	0.0	20.3	45.8	13.6	10.2	5.1	3.4	1.7	0.0	0.0	0.0	20	86.2	11	58	
	LUTON	TAG AVIATION ASIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1		
	STANSTED	RYANAIR	S	A	117	0	3	15.0	41.7	15.0	10.0	7.5	5.0	3.3	0.0	0.0	0.0	2.5	15	82.6	14	121	
	STANSTED	RYANAIR	S	D	117	0	3	0.0	2.5	42.5	15.0	23.3	10.0	3.3	0.8	0.0	0.0	2.5	33	73.3	20	120	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	17.2	39.7	22.4	5.2	10.3	5.2	0.0	0.0	0.0	0.0	0.0	12	79.3	19	57	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	0.0	36.2	32.8	19.0	6.9	5.2	0.0	0.0	0.0	0.0	0.0	14	75.9	29	57	
	MANCHESTER	RYANAIR	S	A	31	0	0	29.0	54.8	3.2	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	7	67.7	13	31	
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	29.0	48.4	6.5	12.9	3.2	0.0	0.0	0.0	0.0	0.0	12	58.1	19	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	21.4	42.9	14.3	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	11	92.3	2	13	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	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	10	84.6	6	13	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>973</b>	<b>0</b>	<b>7</b>	<b>8.8</b>	<b>34.2</b>	<b>28.3</b>	<b>10.5</b>	<b>10.2</b>	<b>5.3</b>	<b>1.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>16</b>	<b>77.7</b>	<b>14</b>	<b>1204</b>	
BERLIN (TEGEL)																							
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	6.5	35.5	45.2	0.0	0.0	6.5	6.5	0.0	0.0	0.0	0.0	17	68.5	14	54	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	0.0	16.1	67.7	6.5	0.0	3.2	3.2	3.2	0.0	0.0	0.0	19	74.1	15	54	
	CARDIFF WALES	FLYBE LTD	S	A	9	0	0	33.3	22.2	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	84.6	28	13	
	CARDIFF WALES	FLYBE LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	17	13	
	DONCASTER SHEFFIELD	FLYBE LTD	S	A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	72.2	18	18	
	DONCASTER SHEFFIELD	FLYBE 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	6	72.2	23	18	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	0.0	23.3	56.7	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	6.7	76.7	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0	
	EDINBURGH	GERMANIA FLUGGESELLSCHAFT	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	JERSEY	EUROWINGS LUFTVERKEHRS	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	15	0.0	0	0	
	JERSEY	EUROWINGS LUFTVERKEHRS	S	D	4	0	0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	83	0	3	20.9	40.7	14.0	3.5	8.1	8.1	0.0	1.2	0.0	0.0	3.5	15	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	83	0	3	0.0	27.9	45.3	10.5	8.1	2.3	2.3	0.0	0.0	0.0	3.5	13	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	199	0	4	18.2	47.3	17.7	5.4	5.4	3.9	0.0	0.0	0.0	0.0	2.0	8	86.7	16	195	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	201	0	2	0.0	44.3	40.4	6.4	5.9	2.0	0.0	0.0	0.0	0.0	1.0	8	87.8	11	197	

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

		Origin/Destinations: B																	MAY 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
								18.4	46.1	19.7	3.9	5.3	1.3	2.6	1.3	0.0	0.0	1.3	12	0.0	0	0
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	75	0	1	18.4	46.1	19.7	3.9	5.3	1.3	2.6	1.3	0.0	0.0	1.3	12	0.0	0	0
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	75	0	1	0.0	26.3	48.7	6.6	10.5	2.6	1.3	2.6	0.0	0.0	1.3	19	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	0.0	0	87.5	7	88
	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	86.4	10	88
	LONDON CITY	BA CITYFLYER LTD	S	A	69	0	1	7.1	51.4	21.4	7.1	4.3	7.1	0.0	0.0	0.0	0.0	1.4	12	72.5	14	69
	LONDON CITY	BA CITYFLYER LTD	S	D	69	0	1	0.0	38.6	31.4	10.0	8.6	8.6	1.4	0.0	0.0	0.0	1.4	17	62.3	18	69
	LUTON	EASYJET AIRLINE COMPANY 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
	STANSTED	BA CITYFLYER 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	75.0	5	4
	STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	30	75.0	52	4
<b>TOTAL BERLIN (TEGEL)</b>					<b>1028</b>	<b>0</b>	<b>16</b>	<b>8.0</b>	<b>38.3</b>	<b>33.7</b>	<b>6.9</b>	<b>6.2</b>	<b>3.9</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>81.4</b>	<b>14</b>	<b>884</b>
BERMUDA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	1	32.3	45.2	9.7	3.2	0.0	6.5	0.0	0.0	0.0	0.0	3.2	6	90.3	6	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	67.7	22.6	0.0	3.2	6.5	0.0	0.0	0.0	0.0	0.0	7	90.0	7	30
<b>TOTAL BERMUDA</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>16.1</b>	<b>56.5</b>	<b>16.1</b>	<b>1.6</b>	<b>1.6</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>6</b>	<b>90.2</b>	<b>6</b>	<b>60</b>
BERNE																						
	JERSEY	SKY WORK AG	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	5	4
	JERSEY	SKY WORK AG	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	6	0.0	0	0
	LONDON CITY	SKY WORK AG	S	A	14	0	3	5.9	41.2	11.8	0.0	17.6	0.0	0.0	5.9	0.0	0.0	17.6	30	91.7	4	12
	LONDON CITY	SKY WORK AG	S	D	14	0	3	0.0	47.1	11.8	0.0	11.8	5.9	0.0	5.9	0.0	0.0	17.6	31	91.7	5	12
<b>TOTAL BERNE</b>					<b>35</b>	<b>0</b>	<b>6</b>	<b>2.4</b>	<b>46.3</b>	<b>17.1</b>	<b>0.0</b>	<b>12.2</b>	<b>2.4</b>	<b>0.0</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>	<b>14.6</b>	<b>25</b>	<b>89.3</b>	<b>5</b>	<b>28</b>
BEZIERS																						
	BRISTOL	RYANAIR	S	A	13	0	0	0.0	46.2	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	11	57.1	19	14
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	57.1	19	14
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	22.2	33.3	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	77.8	8	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	88.9	4	9
	LUTON	RYANAIR	S	A	13	0	0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	14
	LUTON	RYANAIR	S	D	13	0	0	0.0	23.1	69.2	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	4	14
	STANSTED	RYANAIR	S	A	12	0	1	0.0	7.7	38.5	0.0	30.8	7.7	0.0	7.7	0.0	0.0	7.7	49	0.0	0	0
	STANSTED	RYANAIR	S	D	12	0	1	0.0	0.0	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	7.7	17	0.0	0	0
	MANCHESTER	RYANAIR	S	A	8	0	1	0.0	22.2	22.2	11.1	11.1	22.2	0.0	0.0	0.0	0.0	11.1	31	88.9	4	9
	MANCHESTER	RYANAIR	S	D	8	0	1	0.0	11.1	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	11	88.9	4	9
<b>TOTAL BEZIERS</b>					<b>110</b>	<b>0</b>	<b>4</b>	<b>4.4</b>	<b>25.4</b>	<b>43.0</b>	<b>9.6</b>	<b>8.8</b>	<b>3.5</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>16</b>	<b>81.5</b>	<b>8</b>	<b>92</b>
BIARRITZ																						
	BIRMINGHAM	FLYBE LTD	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	63	100.0	0	2



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	27	50.0	12	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	49	50.0	10	2
	GATWICK	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	30	66.7	6	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	STANSTED	RYANAIR	S	A	38	0	2	5.0	22.5	20.0	25.0	7.5	10.0	2.5	2.5	0.0	0.0	5.0	32	77.4	13	31
	STANSTED	RYANAIR	S	D	38	0	2	0.0	5.0	40.0	22.5	15.0	7.5	2.5	2.5	0.0	0.0	5.0	33	90.3	6	31
	SOUTHAMPTON	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	29	0.0	135	1
	SOUTHAMPTON	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	34	0.0	135	1
<b>TOTAL BIARRITZ</b>					<b>88</b>	<b>0</b>	<b>4</b>	<b>2.2</b>	<b>12.0</b>	<b>27.2</b>	<b>25.0</b>	<b>15.2</b>	<b>9.8</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>34</b>	<b>81.0</b>	<b>12</b>	<b>78</b>
BIGGIN HILL																						
	BELFAST CITY (GEORGE BEST)	AIR ALLIANCE EXPRESS	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
	BELFAST CITY (GEORGE BEST)	AIR ALLIANCE EXPRESS	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	49	0.0	0	0
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	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	0	1
<b>TOTAL BIGGIN HILL</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>66.7</b>	<b>33.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>100.0</b>	<b>0</b>	<b>1</b>
BILBAO																						
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	0.0	7.1	50.0	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	23	50.0	17	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	21.4	42.9	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	22	62.5	16	8
	CARDIFF WALES	CELLO AVIATION LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
	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	4	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	ENTER AIR	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY 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	4	77.8	9	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	8	9
	GATWICK	VUELING AIRLINES	S	A	31	0	1	21.9	50.0	15.6	9.4	0.0	0.0	0.0	0.0	0.0	0.0	3.1	3	87.5	6	32
	GATWICK	VUELING AIRLINES	S	D	31	0	1	0.0	43.8	40.6	12.5	0.0	0.0	0.0	0.0	0.0	0.0	3.1	6	71.9	15	32
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	23.7	49.2	15.3	6.8	1.7	1.7	1.7	0.0	0.0	0.0	0.0	6	86.7	9	60

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: B										MAY 2017									
										NUMBER OF FLIGHTS						PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
BILBAO		HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	0.0	45.8	37.3	8.5	5.1	3.4	0.0	0.0	0.0	0.0	0.0	10	88.3	10	60						
		STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	47	0	3	0.0	16.0	36.0	22.0	12.0	8.0	0.0	0.0	0.0	0.0	6.0	20	81.6	12	49						
		STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	47	0	2	0.0	20.4	46.9	14.3	10.2	4.1	0.0	0.0	0.0	0.0	4.1	15	81.6	11	49						
		MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	1	0.0	33.3	33.3	14.8	11.1	3.7	0.0	0.0	0.0	0.0	3.7	14	58.8	25	17						
		MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	1	0.0	33.3	33.3	22.2	7.4	0.0	0.0	0.0	0.0	0.0	3.7	13	64.7	24	17						
<b>TOTAL BILBAO</b>						<b>376</b>	<b>0</b>	<b>9</b>	<b>5.5</b>	<b>34.0</b>	<b>35.3</b>	<b>13.0</b>	<b>6.5</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>12</b>	<b>80.0</b>	<b>12</b>	<b>350</b>						
BILLUND		BIRMINGHAM	LUFTHANSA	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							
		HEATHROW	BRITISH AIRWAYS PLC	S	A	45	0	1	28.3	39.1	10.9	10.9	2.2	4.3	2.2	0.0	0.0	2.2	12	89.6	6	48							
		HEATHROW	BRITISH AIRWAYS PLC	S	D	46	0	0	0.0	63.0	23.9	6.5	4.3	0.0	2.2	0.0	0.0	0.0	8	87.5	7	48							
		LONDON CITY	SUN AIR OF SCANDINAVIA	S	A	40	0	0	7.5	60.0	20.0	0.0	10.0	2.5	0.0	0.0	0.0	0.0	8	100.0	1	40							
		LONDON CITY	SUN AIR OF SCANDINAVIA	S	D	40	0	0	0.0	47.5	27.5	7.5	12.5	5.0	0.0	0.0	0.0	0.0	14	90.0	5	40							
		STANSTED	RYANAIR	S	A	56	0	2	1.7	22.4	22.4	17.2	20.7	8.6	1.7	1.7	0.0	0.0	3.4	30	74.1	12	58						
		STANSTED	RYANAIR	S	D	56	0	2	0.0	0.0	48.3	6.9	29.3	10.3	1.7	0.0	0.0	0.0	3.4	31	65.5	15	58						
		MANCHESTER	BRITISH AIRWAYS PLC	S	A	45	0	0	13.3	62.2	22.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	3	100.0	1	42							
		MANCHESTER	BRITISH AIRWAYS PLC	S	D	45	0	0	0.0	55.6	37.8	4.4	0.0	2.2	0.0	0.0	0.0	0.0	4	97.6	1	42							
<b>TOTAL BILLUND</b>						<b>374</b>	<b>0</b>	<b>5</b>	<b>6.1</b>	<b>41.2</b>	<b>27.4</b>	<b>7.1</b>	<b>10.8</b>	<b>4.7</b>	<b>1.1</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>86.4</b>	<b>7</b>	<b>376</b>						
BIRMINGHAM		ABERDEEN	FLYBE LTD	S	A	80	0	0	3.8	50.0	30.0	10.0	1.3	3.8	1.3	0.0	0.0	0.0	9	76.6	13	111							
		ABERDEEN	FLYBE LTD	S	D	78	0	0	1.3	61.5	25.6	6.4	1.3	2.6	1.3	0.0	0.0	0.0	6	84.7	9	111							
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	203	0	1	2.5	43.1	35.3	6.4	6.4	4.4	1.0	0.5	0.0	0.5	12	72.2	13	194							
		BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	205	0	1	0.5	51.0	33.5	5.8	3.9	3.9	0.5	0.5	0.0	0.5	9	87.0	8	192							
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	76	0	0	1.3	36.8	36.8	14.5	6.6	1.3	1.3	1.3	0.0	0.0	16	90.5	6	84							
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	76	0	0	0.0	23.7	55.3	11.8	5.3	1.3	1.3	1.3	0.0	0.0	15	94.0	4	84							
		BELFAST INTERNATIONAL	MICHELIN AIR SERVICES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		BELFAST INTERNATIONAL	MICHELIN AIR SERVICES	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1							
		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	80.0	9	5							
		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	60.0	16	5							
		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	44	2							

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	DONCASTER SHEFFIELD	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	1
	EAST MIDLANDS INTERNATIONAL	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	0	1
	EAST MIDLANDS INTERNATIONAL	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	30	1
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	23	1
	EDINBURGH	FLYBE LTD	S	A	188	0	1	8.5	45.5	25.9	6.3	5.3	5.8	1.6	0.5	0.0	0.0	0.5	14	76.1	12	188
	EDINBURGH	FLYBE LTD	S	D	188	0	1	0.0	36.5	42.3	8.5	5.8	4.2	1.1	1.1	0.0	0.0	0.5	14	74.5	12	188
	EXETER	FLYBE 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
	GLASGOW	FLYBE LTD	S	A	178	0	5	8.2	46.4	21.9	6.0	6.6	5.5	2.7	0.0	0.0	0.0	2.7	15	76.3	15	177
	GLASGOW	FLYBE LTD	S	D	178	0	5	0.0	47.5	36.6	3.8	3.8	4.9	0.5	0.0	0.0	0.0	2.7	9	80.8	11	177
	ISLE OF MAN	FLYBE LTD	S	A	31	0	1	0.0	3.1	59.4	12.5	12.5	9.4	0.0	0.0	0.0	0.0	3.1	22	0.0	0	0
	ISLE OF MAN	FLYBE LTD	S	D	31	0	1	0.0	25.0	50.0	6.3	9.4	6.3	0.0	0.0	0.0	0.0	3.1	13	0.0	0	0
	JERSEY	FLYBE LTD	S	A	58	0	1	0.0	25.4	54.2	6.8	8.5	1.7	1.7	0.0	0.0	0.0	1.7	12	57.1	22	84
	JERSEY	FLYBE LTD	S	D	86	0	3	0.0	38.2	29.2	12.4	12.4	3.4	1.1	0.0	0.0	0.0	3.4	14	48.8	29	82
	GATWICK	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	39	1
	GATWICK	NORWEGIAN AIR UK LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	VIRGIN ATLANTIC 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	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	70	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	50.0	27	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	0.0	0	100.0	0	1
	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
	NEWCASTLE	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	NEWCASTLE	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
	DURHAM TEES VALLEY	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	36	0.0	0	0
	DURHAM TEES VALLEY	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
<b>TOTAL BIRMINGHAM</b>					<b>1661</b>	<b>0</b>	<b>22</b>	<b>2.5</b>	<b>42.4</b>	<b>34.8</b>	<b>7.4</b>	<b>5.8</b>	<b>4.2</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>12</b>	<b>76.7</b>	<b>12</b>	<b>1696</b>
BOA VISTA (RABIL)																						
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	5
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	12	5
	GATWICK	TUI AIRWAYS LTD	S	A	13	0	0	7.7	15.4	38.5	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	28	50.0	40	13
	GATWICK	TUI AIRWAYS LTD	S	D	13	0	0	0.0	0.0	61.5	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	28	61.5	16	13
	MANCHESTER	TUI AIRWAYS LTD	S	A	13	0	0	15.4	46.2	30.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	21	13

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	TUI AIRWAYS LTD	S	D	13	0	0	0.0	30.8	53.8	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	17	13	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>4.8</b>	<b>22.6</b>	<b>50.0</b>	<b>6.5</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>15</b>	<b>69.8</b>	<b>21</b>	<b>62</b>	
BODRUM (MILAS)																							
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	122	0.0	0	0	
	BIRMINGHAM	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	163	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	3	0	1	0.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	47	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	148	0.0	0	0	
	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	25	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	0.0	0.0	53.8	7.7	15.4	7.7	0.0	7.7	0.0	0.0	7.7	40	100.0	11	2	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	1	0.0	0.0	42.9	21.4	7.1	14.3	0.0	7.1	0.0	0.0	7.1	41	50.0	19	2	
	BRISTOL	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	27	1	
	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	42	0.0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	22.2	22.2	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	27	66.7	17	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	77.8	19	9	
	GLASGOW	JET2.COM LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	D	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	20.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	4	
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	3	4	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY 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	0.0	0	100.0	0	5	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	4.5	9.1	31.8	18.2	22.7	13.6	0.0	0.0	0.0	0.0	0.0	33	63.6	21	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	0.0	61.9	19.0	14.3	4.8	0.0	0.0	0.0	0.0	0.0	18	50.0	22	22	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	12.5	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	46	77.8	7	9	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	50.0	0.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	38	77.8	15	9	
	GATWICK	TUI AIRWAYS LTD	C	A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	100.0	2	5	
	GATWICK	TUI AIRWAYS LTD	C	D	6	0	0	0.0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	6	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	11.1	33.3	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	28	88.9	26	9	

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

		Origin/Destinations: B																	MAY 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
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	88.9	26	9
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	0.0	11.1	22.2	22.2	0.0	22.2	11.1	0.0	0.0	0.0	11.1	47	100.0	3	9
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	35	77.8	8	9
	STANSTED	JET2.COM LTD	S	A	9	0	0	22.2	11.1	11.1	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	10.0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	STANSTED	PEGASUS AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	FREEBIRD AIRLINES	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	0.0	0	100.0	13	1
	MANCHESTER	FREEBIRD AIRLINES	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	10	1
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	6
	MANCHESTER	JET2.COM LTD	S	D	6	0	0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	19	83.3	6	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	23.1	23.1	15.4	30.8	0.0	0.0	7.7	0.0	0.0	0.0	35	85.7	132	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	46.2	15.4	23.1	7.7	0.0	7.7	0.0	0.0	0.0	34	71.4	32	7
	MANCHESTER	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	18	4
	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	0.0	3	80.0	5	5
	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	0	0
	NEWCASTLE	JET2.COM LTD	S	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	26	0.0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
<b>TOTAL BODRUM (MILAS)</b>					<b>272</b>	<b>0</b>	<b>4</b>	<b>3.6</b>	<b>12.7</b>	<b>38.0</b>	<b>13.8</b>	<b>17.8</b>	<b>8.3</b>	<b>2.5</b>	<b>1.4</b>	<b>0.4</b>	<b>0.0</b>	<b>1.4</b>	<b>29</b>	<b>77.8</b>	<b>19</b>	<b>189</b>
BOGOTA																						
	HEATHROW	AVIANCA COLOMBIA	S	A	31	0	0	0.0	6.5	12.9	29.0	25.8	12.9	3.2	3.2	6.5	0.0	0.0	68	67.7	19	31
	HEATHROW	AVIANCA COLOMBIA	S	D	31	0	0	0.0	67.7	22.6	0.0	3.2	3.2	0.0	0.0	3.2	0.0	0.0	27	100.0	1	31
<b>TOTAL BOGOTA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.1</b>	<b>17.7</b>	<b>14.5</b>	<b>14.5</b>	<b>8.1</b>	<b>1.6</b>	<b>1.6</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>48</b>	<b>83.9</b>	<b>10</b>	<b>62</b>
BOLOGNA																						
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	33.3	11.1	22.2	0.0	11.1	0.0	0.0	0.0	52	22.2	35	9
	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	19	55.6	20	9
	EDINBURGH	RYANAIR	S	A	8	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	7	9
	EDINBURGH	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	8	100.0	4	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	0.0	19.4	29.0	12.9	22.6	6.5	6.5	0.0	0.0	0.0	3.2	32	71.0	10	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	35.5	41.9	6.5	12.9	0.0	0.0	0.0	0.0	0.0	3.2	11	80.6	7	31

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	BRITISH AIRWAYS PLC	S	A	95	0	1	15.6	43.8	19.8	9.4	7.3	3.1	0.0	0.0	0.0	0.0	1.0	9	91.0	4	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	96	0	1	0.0	32.0	48.5	9.3	6.2	2.1	1.0	0.0	0.0	0.0	1.0	11	91.0	6	89	
	STANSTED	RYANAIR	S	A	58	0	0	3.4	27.6	25.9	15.5	12.1	12.1	0.0	1.7	1.7	0.0	0.0	35	91.4	4	58	
	STANSTED	RYANAIR	S	D	58	0	0	0.0	0.0	12.1	25.9	36.2	17.2	3.4	3.4	1.7	0.0	0.0	55	74.1	12	58	
	MANCHESTER	RYANAIR	S	A	13	0	1	0.0	0.0	21.4	0.0	35.7	28.6	7.1	0.0	0.0	0.0	7.1	55	53.8	26	13	
	MANCHESTER	RYANAIR	S	D	13	0	1	0.0	0.0	7.1	50.0	28.6	7.1	0.0	0.0	0.0	0.0	7.1	31	61.5	20	13	
<b>TOTAL BOLOGNA</b>					<b>427</b>	<b>0</b>	<b>6</b>	<b>4.2</b>	<b>25.6</b>	<b>30.3</b>	<b>13.6</b>	<b>14.8</b>	<b>7.4</b>	<b>1.4</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>1.4</b>	<b>24</b>	<b>82.1</b>	<b>8</b>	<b>418</b>	
BOLSHOYE SAVINO	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	0.0	60	1	
<b>TOTAL BOLSHOYE SAVINO</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
BORDEAUX	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22.2	33.3	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	3	
	BELFAST INTERNATIONAL	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	4	100.0	3	3	
	BIRMINGHAM	FLYBE LTD	S	A	21	0	0	81.0	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	71.0	13	31	
	BIRMINGHAM	FLYBE LTD	S	D	21	0	0	0.0	28.6	57.1	4.8	9.5	0.0	0.0	0.0	0.0	0.0	0.0	9	74.2	13	30	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	21	0	1	0.0	45.5	13.6	22.7	13.6	0.0	0.0	0.0	0.0	4.5	14	82.4	11	17		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	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	15	88.2	11	17		
	EDINBURGH	RYANAIR	S	A	14	0	0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	12	69.2	12	13		
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	7.1	57.1	21.4	14.3	0.0	0.0	0.0	0.0	0.0	15	61.5	14	13		
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	11	0	1	25.0	41.7	0.0	8.3	0.0	16.7	0.0	0.0	0.0	8.3	22	66.7	12	6		
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	11	0	1	0.0	41.7	16.7	16.7	0.0	8.3	8.3	0.0	0.0	8.3	25	66.7	12	6		
	GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	0	34.0	34.0	14.9	6.4	6.4	4.3	0.0	0.0	0.0	0.0	0.0	9	89.4	6	46	
	GATWICK	BRITISH AIRWAYS PLC	S	D	47	0	0	0.0	42.6	46.8	4.3	4.3	2.1	0.0	0.0	0.0	0.0	0.0	6	76.6	11	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	4	26.2	30.8	13.8	1.5	12.3	4.6	1.5	3.1	0.0	0.0	6.2	20	63.2	21	68	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	61	0	4	0.0	23.1	36.9	7.7	10.8	9.2	3.1	3.1	0.0	0.0	6.2	30	50.0	27	68	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	3.2	32.3	22.6	16.1	9.7	9.7	0.0	3.2	0.0	0.0	3.2	28	74.2	15	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	9.7	48.4	16.1	12.9	0.0	6.5	3.2	0.0	0.0	3.2	26	87.1	9	31	
	STANSTED	RYANAIR	S	A	27	0	0	3.7	7.4	18.5	25.9	37.0	0.0	3.7	3.7	0.0	0.0	0.0	36	84.2	11	19	
	STANSTED	RYANAIR	S	D	26	0	0	0.0	0.0	23.1	26.9	42.3	3.8	0.0	3.8	0.0	0.0	0.0	38	78.9	6	19	
	SOUTHAMPTON	FLYBE LTD	S	A	14	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	68.4	24	19	

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

		Origin/Destinations: B																	MAY 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
	SOUTHAMPTON	FLYBE LTD	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	3	80.0	13	20
<b>TOTAL BORDEAUX</b>					<b>509</b>	<b>0</b>	<b>14</b>	<b>11.3</b>	<b>28.3</b>	<b>29.4</b>	<b>10.1</b>	<b>11.5</b>	<b>3.8</b>	<b>1.3</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>18</b>	<b>72.7</b>	<b>15</b>	<b>506</b>
BOSTON																						
	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	35.3	27	17
	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	66.7	22	18
	GATWICK	NORWEGIAN AIR UK LTD	S	A	31	0	0	16.1	19.4	25.8	9.7	12.9	9.7	3.2	3.2	0.0	0.0	0.0	29	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	31	0	0	0.0	35.5	41.9	12.9	6.5	0.0	3.2	0.0	0.0	0.0	0.0	13	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	37.9	29.8	16.1	5.6	6.5	4.0	0.0	0.0	0.0	0.0	0.0	8	69.4	24	108
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	0.0	26.6	46.8	9.7	8.9	5.6	0.8	1.6	0.0	0.0	0.0	17	78.5	15	107
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	35.5	45.2	6.5	6.5	0.0	0.0	3.2	3.2	0.0	0.0	0.0	13	74.1	8	27
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	61.3	12.9	6.5	3.2	12.9	0.0	0.0	3.2	0.0	0.0	33	85.2	6	27
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	64.5	12.9	19.4	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	6	48.4	30	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	35.5	45.2	16.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	9	77.4	17	31
	STANSTED	PRIMERA AIR SCANDINAVIA	S	A	7	0	0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	STANSTED	PRIMERA AIR SCANDINAVIA	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	7	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES 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	19	25.0	40	8
	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	13	62.5	21	8
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	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	3	87.5	1	7
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	0	8
<b>TOTAL BOSTON</b>					<b>460</b>	<b>0</b>	<b>0</b>	<b>18.5</b>	<b>30.0</b>	<b>30.9</b>	<b>8.3</b>	<b>5.9</b>	<b>4.3</b>	<b>1.1</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>70.4</b>	<b>19</b>	<b>397</b>
BOURNEMOUTH																						
	CARDIFF WALES	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	37	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	0	0.0	0	0
	LIVERPOOL (JOHN LENNON)	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	5	0.0	0	0
<b>TOTAL BOURNEMOUTH</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>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
BRATISLAVA																						
	BIRMINGHAM	RYANAIR	S	A	14	0	0	7.1	64.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6	84.6	40	13
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	7.1	71.4	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	17	69.2	26	13
	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	100	1

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	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	32	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	SMARTWINGS	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
	EAST MIDLANDS INTERNATIONAL	SMARTWINGS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	21	75.0	12	8
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	23	75.0	12	8
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	9	9
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	9	9
	LUTON	WIZZ AIR	S	A	31	0	0	0.0	38.7	19.4	9.7	6.5	25.8	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0
	LUTON	WIZZ AIR	S	D	31	0	0	0.0	25.8	35.5	6.5	12.9	19.4	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	STANSTED	RYANAIR	S	A	50	0	3	13.2	32.1	22.6	15.1	3.8	3.8	3.8	0.0	0.0	0.0	5.7	14	88.6	3	44
	STANSTED	RYANAIR	S	D	50	0	3	0.0	1.9	41.5	20.8	18.9	9.4	1.9	0.0	0.0	0.0	5.7	30	77.3	11	44
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	38.5	30.8	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	16	76.9	7	13
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	0.0	46.2	15.4	30.8	7.7	0.0	0.0	0.0	0.0	0.0	28	61.5	19	13
<b>TOTAL BRATISLAVA</b>					<b>253</b>	<b>0</b>	<b>6</b>	<b>3.5</b>	<b>24.3</b>	<b>34.0</b>	<b>12.4</b>	<b>12.4</b>	<b>10.0</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>79.4</b>	<b>13</b>	<b>175</b>
BRAUNSCHWEIG																						
	MANCHESTER	AIR NOSTRUM	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	AIR NOSTRUM	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
<b>TOTAL BRAUNSCHWEIG</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>
BREMEN																						
	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	31	1
	BRISTOL	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	2	1
	EDINBURGH	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	5	13
	EDINBURGH	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	5	13
	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	4	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	100.0	14	1
	JERSEY	SMALL PLANET AIRLINES 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	52	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	38	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	52	0	3	1.8	52.7	10.9	10.9	5.5	9.1	0.0	3.6	0.0	0.0	5.5	23	90.3	3	31



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: B										MAY 2017																																																																															
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE																																																																																				
										More than 15 m early					15 m to 30 m late					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																													
		STANSTED		RYANAIR		S D				52					0					2					0.0					7.4					44.4					22.2					14.8					5.6					1.9					0.0					0.0					0.0					3.7					22					87.1					6					31				
<b>TOTAL BREMEN</b>										<b>105</b>					<b>0</b>					<b>5</b>					<b>0.9</b>					<b>30.0</b>					<b>27.3</b>					<b>16.4</b>					<b>10.9</b>					<b>7.3</b>					<b>0.9</b>					<b>1.8</b>					<b>0.0</b>					<b>0.0</b>					<b>4.5</b>					<b>23</b>					<b>86.2</b>					<b>5</b>					<b>94</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					100.0					2					7																			
		LUTON		SIAVIA		S D				0					0					0					0.0					0.0					0.0					0.0					0.0					0.0					0					100.0					1					6																													
		SOUTHAMPTON		FLYBE LTD		S A				0					0					0					0.0					0.0					0.0					0.0					0.0					0					100.0					0					1																																		
		SOUTHAMPTON		FLYBE LTD		S D				0					0					0					0.0					0.0					0.0					0.0					0					100.0					10					1																																							
<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</b>					<b>100.0</b>					<b>2</b>					<b>15</b>																													
BRIDGETOWN		GATWICK		BRITISH AIRWAYS PLC		S A				31					0					0					3.2					74.2					12.9					0.0					6.5					3.2					0.0					0.0					0.0					0.0					5					86.2					5					28									
		GATWICK		BRITISH AIRWAYS PLC		S D				31					0					0					0.0					29.0					45.2					19.4					0.0					6.5					0.0					0.0					0.0					11					86.2					5					28														
		GATWICK		TUI AIRWAYS LTD		C A				0					0					0					0.0					0.0					0.0					0.0					0.0					0.0					0.0					0					100.0					0					1																								
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S A				31					0					0					29.0					32.3					25.8					3.2					0.0					9.7					0.0					0.0					0.0					11					87.5					6					32														
		GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S D				31					0					0					0.0					35.5					22.6					16.1					9.7					9.7					6.5					0.0					0.0					0.0					25					90.3					8					31									
		MANCHESTER		TUI AIRWAYS LTD		C A				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 A				9					0					0					55.6					22.2					11.1					11.1					0.0					0.0					0.0					0.0					3					88.9					5					9																			
		MANCHESTER		VIRGIN ATLANTIC AIRWAYS LTD		S D				9					0					0					0.0					66.7					33.3					0.0					0.0					0.0					0.0					0.0					3					100.0					0					9																			
<b>TOTAL BRIDGETOWN</b>										<b>142</b>					<b>0</b>					<b>0</b>					<b>10.6</b>					<b>43.0</b>					<b>26.1</b>					<b>9.2</b>					<b>3.5</b>					<b>6.3</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>88.7</b>					<b>5</b>					<b>139</b>				
BRINDISI		GATWICK		EASYJET AIRLINE COMPANY LTD		S A				4					0					0					0.0					25.0					25.0					25.0					25.0					0.0					0.0					0.0					0.0					20					50.0					31					4														
		GATWICK		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					5					75.0					18					4																			
		HEATHROW		BRITISH AIRWAYS PLC		S A				2					0					0					0.0					0.0					0.0					100.0					0.0					0.0					0.0					79					0.0					20					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					30					100.0					6					1																			
		STANSTED		RYANAIR		S A				22					0					1					4.3					30.4					39.1					8.7					4.3					4.3					0.0					4.3					0.0					0.0					4.3					26					81.8					8					22				
		STANSTED		RYANAIR		S D				22					0					1					0.0					4.3					60.9					17.4					4.3					4.3					0.0					4.3					0.0					0.0					4.3					24					95.5					7					22				
		MANCHESTER		RYANAIR		S A				8					0					0					0.0					25.0					25.0					37.5					12.5					0.0					0.0					0.0					0.0					17					44.4					16					9														
		MANCHESTER		RYANAIR		S D				8					0					0					0.0					0.0					62.5					25.0					12.5					0.0					0.0					0.0					0.0					18					66.7					14					9														
<b>TOTAL BRINDISI</b>										<b>72</b>					<b>0</b>					<b>2</b>					<b>1.4</b>					<b>14.9</b>					<b>48.6</b>					<b>16.2</b>					<b>8.1</b>					<b>5.4</b>					<b>0.0</b>					<b>2.7</b>					<b>0.0</b>					<b>0.0</b>					<b>2.7</b>					<b>24</b>					<b>76.4</b>					<b>11</b>					<b>72</b>				
BRISBANE		HEATHROW		QANTAS		C A				0					0					0					0.0					0.0					0.0					0.0					0.0					0.0					0.0					0					100.0					7					1																								
<b>TOTAL BRISBANE</b>										<b>0</b>					<b>0</b>					<b>0</b>					<b>0.0</b>					<b>0.0</b>					<b>0.0</b>					<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>																								

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

		Origin/Destinations: B																		MAY 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	
BRISTOL	ABERDEEN	BMI REGIONAL	S	A	22	0	1	13.0	56.5	13.0	4.3	8.7	0.0	0.0	0.0	0.0	0.0	4.3	7	71.4	21	28	
	ABERDEEN	BMI REGIONAL	S	D	21	0	3	0.0	33.3	41.7	8.3	4.2	0.0	0.0	0.0	0.0	0.0	12.5	7	82.8	14	29	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	74	0	1	2.7	41.3	25.3	8.0	9.3	9.3	2.7	0.0	0.0	0.0	1.3	19	73.3	12	75	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	74	0	1	0.0	16.0	42.7	13.3	12.0	12.0	2.7	0.0	0.0	0.0	1.3	25	61.3	17	75	
	BIRMINGHAM	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	239	1	
	BIRMINGHAM	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	
	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	5	0.0	0	0	
	EDINBURGH	AERO4M	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	109	0	1	6.4	41.8	25.5	16.4	4.5	2.7	0.9	0.9	0.0	0.0	0.9	13	86.5	7	111	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	109	0	1	0.0	24.5	39.1	18.2	10.9	4.5	0.9	0.9	0.0	0.0	0.9	18	83.8	10	111	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	1.1	34.1	33.0	15.9	8.0	4.5	1.1	2.3	0.0	0.0	0.0	20	67.7	18	93	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	0.0	26.1	38.6	11.4	11.4	9.1	1.1	2.3	0.0	0.0	0.0	24	64.5	20	93	
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	35.7	21.4	7.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	42.9	21.4	0.0	21.4	14.3	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	A	31	0	0	6.5	51.6	29.0	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	6	77.4	10	31	
	JERSEY	BLUE ISLANDS LIMITED	S	D	31	0	0	0.0	29.0	64.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	93.5	3	31	
	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	53	100.0	1	1	
	MANCHESTER	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	3.4	41.4	27.6	10.3	12.1	1.7	3.4	0.0	0.0	0.0	0.0	16	70.8	17	48	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	0.0	31.0	36.2	8.6	19.0	1.7	3.4	0.0	0.0	0.0	0.0	21	60.4	25	48	
	DURHAM TEES VALLEY	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	62	1	
<b>TOTAL BRISTOL</b>					<b>794</b>	<b>0</b>	<b>8</b>	<b>2.2</b>	<b>33.4</b>	<b>33.8</b>	<b>12.0</b>	<b>10.2</b>	<b>5.1</b>	<b>1.5</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>74.0</b>	<b>15</b>	<b>778</b>	
BRIVE-LA-GAILLARDE	STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	26	66.7	10	9	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	88.9	7	9	
<b>TOTAL BRIVE-LA-GAILLARDE</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</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>21</b>	<b>77.8</b>	<b>9</b>	<b>18</b>	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	
BRIZE NORTON	MANCHESTER	AIRTANKER SERVICES 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
<b>TOTAL BRIZE NORTON</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>	
BRNO (TURANY)	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	78.6	9	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	71.4	11	14	
	STANSTED	RYANAIR	S	A	31	0	0	3.2	19.4	25.8	16.1	19.4	3.2	3.2	9.7	0.0	0.0	0.0	49	77.4	7	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	3.2	58.1	19.4	9.7	3.2	0.0	6.5	0.0	0.0	0.0	30	96.8	6	31	
<b>TOTAL BRNO (TURANY)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>11.3</b>	<b>41.9</b>	<b>17.7</b>	<b>14.5</b>	<b>3.2</b>	<b>1.6</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40</b>	<b>83.3</b>	<b>7</b>	<b>90</b>	
BRUSSELS	BIRMINGHAM	BRUSSELS AIRLINES	S	A	67	0	10	2.6	24.7	26.0	19.5	6.5	6.5	1.3	0.0	0.0	0.0	13.0	19	72.1	17	104	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	67	0	10	0.0	15.6	44.2	11.7	9.1	6.5	0.0	0.0	0.0	0.0	13.0	17	58.7	23	104	
	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	24	1	
	BRISTOL	BMI REGIONAL	S	A	75	0	4	1.3	20.3	36.7	10.1	17.7	5.1	2.5	1.3	0.0	0.0	5.1	25	50.0	11	2	
	BRISTOL	BMI REGIONAL	S	D	74	0	3	0.0	15.6	54.5	7.8	6.5	7.8	0.0	3.9	0.0	0.0	3.9	25	100.0	5	2	
	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	73.0	16	74	
	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	0.0	0	60.8	25	74	
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	A	45	0	0	6.7	57.8	11.1	4.4	13.3	6.7	0.0	0.0	0.0	0.0	0.0	13	79.5	14	44	
	EAST MIDLANDS INTERNATIONAL	BMI REGIONAL	S	D	45	0	0	0.0	53.3	22.2	6.7	8.9	6.7	2.2	0.0	0.0	0.0	0.0	15	72.7	17	44	
	EDINBURGH	BRUSSELS AIRLINES	S	A	52	0	3	5.5	40.0	30.9	1.8	9.1	7.3	0.0	0.0	0.0	0.0	5.5	13	73.8	16	61	
	EDINBURGH	BRUSSELS AIRLINES	S	D	52	0	3	0.0	23.6	50.9	9.1	7.3	3.6	0.0	0.0	0.0	0.0	5.5	13	59.0	20	61	
	GATWICK	TUI AIRWAYS LTD	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	168	0	2	13.5	47.1	24.7	7.6	5.3	0.6	0.0	0.0	0.0	0.0	1.2	6	89.5	10	171	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	2	0.0	44.1	41.2	7.6	5.3	0.6	0.0	0.0	0.0	0.0	1.2	7	87.1	9	170	
	HEATHROW	BRUSSELS AIRLINES	S	A	82	0	1	3.6	32.5	33.7	15.7	8.4	4.8	0.0	0.0	0.0	0.0	1.2	14	69.7	12	89	
	HEATHROW	BRUSSELS AIRLINES	S	D	81	0	2	0.0	18.1	50.6	15.7	9.6	3.6	0.0	0.0	0.0	0.0	2.4	14	66.3	13	89	
	LUTON	ABELAG AVIATION	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	MANCHESTER	BRUSSELS AIRLINES	S	A	75	0	9	0.0	16.7	47.6	10.7	9.5	4.8	0.0	0.0	0.0	0.0	10.7	16	75.3	12	85	
	MANCHESTER	BRUSSELS AIRLINES	S	D	75	0	9	0.0	15.5	40.5	16.7	9.5	7.1	0.0	0.0	0.0	0.0	10.7	17	64.7	14	85	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	BMI REGIONAL	S	A	46	0	1	6.4	46.8	34.0	6.4	2.1	2.1	0.0	0.0	0.0	0.0	2.1	6	89.8	9	49	
	NEWCASTLE	BMI REGIONAL	S	D	46	0	1	0.0	25.5	55.3	12.8	4.3	0.0	0.0	0.0	0.0	0.0	2.1	9	79.6	11	49	
<b>TOTAL BRUSSELS</b>					<b>1218</b>	<b>0</b>	<b>61</b>	<b>3.0</b>	<b>31.4</b>	<b>37.8</b>	<b>10.4</b>	<b>8.0</b>	<b>4.1</b>	<b>0.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.8</b>	<b>13</b>	<b>74.4</b>	<b>14</b>	<b>1359</b>	
BUCHAREST (OTOPENI)																							
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	14	0	0	21.4	35.7	14.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	14	0	0	0.0	14.3	35.7	21.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	22	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	76.5	14	17	
	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	70.6	21	17	
	BIRMINGHAM	WIZZ AIR	S	A	14	0	0	21.4	57.1	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	13	
	BIRMINGHAM	WIZZ AIR	S	D	14	0	0	0.0	7.1	57.1	0.0	7.1	21.4	7.1	0.0	0.0	0.0	0.0	34	53.8	28	13	
	BRISTOL	RYANAIR	S	A	9	0	0	0.0	33.3	33.3	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	28	77.8	9	9	
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	11.1	22.2	33.3	0.0	22.2	11.1	0.0	0.0	0.0	0.0	45	55.6	18	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	14	0	0	21.4	57.1	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	9	
	DONCASTER SHEFFIELD	WIZZ AIR	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	17	88.9	20	9	
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	A	14	0	0	71.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	4	13	
	GLASGOW	BLUE AIR TRANSPORT AERIAN	S	D	14	0	0	0.0	28.6	42.9	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	14	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	55.6	35	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	0.0	0	44.4	44	9	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	53.8	7.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	18	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	0.0	7.7	53.8	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	18	
	GATWICK	WIZZ AIR	S	A	31	0	0	6.5	29.0	41.9	3.2	9.7	9.7	0.0	0.0	0.0	0.0	0.0	17	54.5	12	22	
	GATWICK	WIZZ AIR	S	D	31	0	0	0.0	3.2	48.4	16.1	16.1	12.9	3.2	0.0	0.0	0.0	0.0	30	45.5	23	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	32.3	32.3	16.1	11.3	3.2	4.8	0.0	0.0	0.0	0.0	0.0	9	81.0	9	63	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	19.4	59.7	9.7	4.8	6.5	0.0	0.0	0.0	0.0	0.0	13	82.3	10	62	
	HEATHROW	TAROM	S	A	30	0	0	30.0	36.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	61.3	13	31	
	HEATHROW	TAROM	S	D	30	0	0	0.0	16.7	53.3	10.0	16.7	3.3	0.0	0.0	0.0	0.0	0.0	15	67.7	19	31	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	47	0	0	12.8	53.2	21.3	8.5	4.3	0.0	0.0	0.0	0.0	0.0	0.0	5	89.6	8	48	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	47	0	0	2.1	19.1	53.2	12.8	10.6	2.1	0.0	0.0	0.0	0.0	0.0	12	68.8	16	48
	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	0	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	33	1	
	LUTON	WIZZ AIR	S	A	99	0	0	21.2	40.4	16.2	6.1	13.1	3.0	0.0	0.0	0.0	0.0	11	88.1	8	84	
	LUTON	WIZZ AIR	S	D	100	0	0	0.0	8.0	46.0	19.0	19.0	5.0	3.0	0.0	0.0	0.0	24	64.3	21	84	
	STANSTED	RYANAIR	S	A	62	0	0	25.8	32.3	21.0	8.1	4.8	4.8	1.6	1.6	0.0	0.0	17	93.5	5	62	
	STANSTED	RYANAIR	S	D	62	0	0	0.0	1.6	29.0	24.2	24.2	12.9	1.6	6.5	0.0	0.0	49	67.7	17	62	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>819</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>24.3</b>	<b>33.2</b>	<b>12.5</b>	<b>10.5</b>	<b>5.5</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.7</b>	<b>13</b>	<b>797</b>	
BUDAPEST	BIRMINGHAM	WIZZ AIR	S	A	14	0	0	21.4	50.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.6	10	13	
	BIRMINGHAM	WIZZ AIR	S	D	14	0	0	0.0	7.1	64.3	0.0	21.4	7.1	0.0	0.0	0.0	0.0	19	69.2	14	13	
	BRISTOL	RYANAIR	S	A	14	0	0	0.0	42.9	42.9	0.0	7.1	7.1	0.0	0.0	0.0	0.0	12	84.6	9	13	
	BRISTOL	RYANAIR	S	D	14	0	0	0.0	0.0	50.0	28.6	7.1	7.1	7.1	0.0	0.0	0.0	32	53.8	18	13	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	25.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	19	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	14	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	7.1	14.3	28.6	42.9	7.1	0.0	0.0	0.0	0.0	0.0	14	71.4	9	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	78.6	8	14	
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	0.0	38.9	38.9	0.0	5.6	11.1	5.6	0.0	0.0	0.0	22	71.4	19	14	
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	0.0	5.6	61.1	16.7	11.1	5.6	0.0	0.0	0.0	0.0	15	71.4	12	14	
	EDINBURGH	RYANAIR	S	A	13	0	0	0.0	15.4	7.7	0.0	69.2	7.7	0.0	0.0	0.0	0.0	37	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	7.7	46.2	7.7	23.1	15.4	0.0	0.0	0.0	0.0	28	0.0	0	0	
	GLASGOW	WIZZ AIR	S	A	9	0	0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	13	
	GLASGOW	WIZZ AIR	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10	53.8	13	13	
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	0.0	12.5	12.5	37.5	0.0	25.0	12.5	0.0	0.0	0.0	49	77.8	17	9	
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	0	0.0	12.5	12.5	25.0	12.5	12.5	25.0	0.0	0.0	0.0	59	88.9	11	9	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	14	0	0	7.1	42.9	14.3	21.4	7.1	7.1	0.0	0.0	0.0	0.0	14	92.3	4	13	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	14	0	0	7.1	7.1	50.0	14.3	7.1	14.3	0.0	0.0	0.0	0.0	23	84.6	6	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	43	0	1	6.8	25.0	31.8	11.4	11.4	4.5	6.8	0.0	0.0	2.3	25	70.5	12	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	43	0	1	0.0	18.2	59.1	9.1	2.3	9.1	0.0	0.0	0.0	2.3	14	79.5	10	44	

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	61.5	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	84.6	9	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	1	16.1	38.7	18.5	8.1	8.9	5.6	3.2	0.0	0.0	0.0	0.8	16	80.8	12	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	0.0	37.1	36.3	12.9	10.5	2.4	0.0	0.8	0.0	0.0	0.0	12	85.8	9	120	
	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	0	1		
	LUTON	WIZZ AIR	S	A	133	0	0	1.5	35.3	33.1	10.5	12.8	6.8	0.0	0.0	0.0	0.0	0.0	16	69.7	14	142	
	LUTON	WIZZ AIR	S	D	132	0	0	0.0	3.8	47.7	10.6	18.2	18.2	1.5	0.0	0.0	0.0	0.0	32	53.2	23	141	
	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		
	STANSTED	RYANAIR	S	A	101	0	6	1.9	13.1	23.4	14.0	20.6	15.9	4.7	0.0	0.9	0.0	5.6	39	68.8	17	93	
	STANSTED	RYANAIR	S	D	100	0	6	0.0	0.0	26.4	21.7	34.0	9.4	2.8	0.0	0.0	0.0	5.7	36	57.0	15	93	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	0.0	41.2	11.8	11.8	23.5	11.8	0.0	0.0	0.0	0.0	0.0	26	88.2	7	17	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	17.6	41.2	29.4	0.0	11.8	0.0	0.0	0.0	0.0	0.0	22	100.0	3	17	
	MANCHESTER	RYANAIR	S	A	18	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	17		
	MANCHESTER	RYANAIR	S	D	18	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	58.8	12	17	
	SOUTHEND	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	33.3	30	12		
	SOUTHEND	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	83.3	10	12		
	SOUTHEND	STOBART AIR	S	A	14	0	0	7.1	50.0	28.6	7.1	0.0	0.0	0.0	7.1	0.0	0.0	0.0	27	0.0	0	0	
	SOUTHEND	STOBART AIR	S	D	14	0	0	0.0	50.0	35.7	0.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL BUDAPEST</b>					<b>1121</b>	<b>0</b>	<b>15</b>	<b>3.3</b>	<b>23.6</b>	<b>34.5</b>	<b>12.3</b>	<b>14.3</b>	<b>8.4</b>	<b>1.9</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>23</b>	<b>71.9</b>	<b>14</b>	<b>1112</b>	
BUENOS AIRES																							
	GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	0	64.7	23.5	11.8	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	17	0	0	0.0	70.6	11.8	11.8	0.0	5.9	0.0	0.0	0.0	0.0	8	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	12.9	32.3	35.5	16.1	3.2	0.0	0.0	0.0	0.0	0.0	6	93.3	4	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	45.2	38.7	6.5	9.7	0.0	0.0	0.0	0.0	0.0	7	86.7	9	30		
<b>TOTAL BUENOS AIRES</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>41.7</b>	<b>28.1</b>	<b>9.4</b>	<b>4.2</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>6</b>	<b>90.0</b>	<b>6</b>	<b>60</b>	
BURGAS																							
	BELFAST INTERNATIONAL	BH 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	5	0.0	0	0		
	BELFAST INTERNATIONAL	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	100.0	0	1		
	BELFAST INTERNATIONAL	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	12	100.0	9	2		
	BIRMINGHAM	BH AIR	C	A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	92	100.0	0	1		
	BIRMINGHAM	BH AIR	C	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	98	100.0	3	2		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	THOMAS COOK AIRLINES LTD	S	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	11	3		
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	13	33.3	14	3		
BIRMINGHAM	TUI AIRWAYS LTD	C	A	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	22	1		
BIRMINGHAM	TUI AIRWAYS LTD	C	D	6	0	0	0.0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	27	33.3	58	3		
BRISTOL	BH AIR	C	D	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	96	100.0	8	1		
BRISTOL	THOMAS COOK AIRLINES 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	12	0.0	0	0		
BRISTOL	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	0.0	19	0.0	0	0		
BRISTOL	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	28	100.0	12	1		
BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	50.0	15	2		
CARDIFF WALES	BH AIR	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	0.0	0	100.0	0	3		
CARDIFF WALES	BH AIR	C	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	23	100.0	0	3		
CARDIFF WALES	THOMAS COOK AIRLINES 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	116	100.0	0	1		
CARDIFF WALES	THOMAS COOK AIRLINES 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	125	0.0	29	1		
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	100.0	0	2		
CARDIFF WALES	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	100.0	0	3		
DONCASTER SHEFFIELD	BH 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	100.0	0	1		
DONCASTER SHEFFIELD	BH AIR	C	D	3	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	2	2		
DONCASTER SHEFFIELD	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	0.0	0	0.0	22	1		
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	100.0	6	2		
EAST MIDLANDS INTERNATIONAL	BH AIR	C	A	3	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	2		
EAST MIDLANDS INTERNATIONAL	BH AIR	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	7	100.0	3	3		
EAST MIDLANDS INTERNATIONAL	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	12	100.0	0	1		
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	14	100.0	0	2		
EAST MIDLANDS INTERNATIONAL	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	100.0	0	1		
EAST MIDLANDS INTERNATIONAL	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	36	100.0	5	2		
EDINBURGH	BH AIR	C	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	0	100.0	1	2		
EDINBURGH	BH AIR	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	7	66.7	9	3		
GLASGOW	BH AIR	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	0.0	0	100.0	0	2		
GLASGOW	BH AIR	C	D	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	3	3		

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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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									
GLASGOW	THOMAS COOK AIRLINES LTD	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	72	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	64	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	100.0	0	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	5	100.0	0	2		
LEEDS BRADFORD	BH 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	100.0	0	2		
LEEDS BRADFORD	BH 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	100.0	0	1		
LEEDS BRADFORD	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	30	0.0	0	0		
LEEDS BRADFORD	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	25	0.0	0	0		
GATWICK	BH AIR	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	61	0.0	0	0		
GATWICK	BH AIR	C	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	66	0.0	21	1		
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	54	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	370	83.3	7	6		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	379	100.0	6	6		
GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	35	100.0	3	3		
GATWICK	TUI AIRWAYS 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	17	100.0	1	5		
LUTON	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	72	2		
LUTON	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	3		
LUTON	WIZZ AIR	S	A	16	0	0	0.0	37.5	12.5	25.0	18.8	0.0	6.3	0.0	0.0	0.0	0.0	22	38.5	37	13		
LUTON	WIZZ AIR	S	D	16	0	0	0.0	6.3	31.3	18.8	37.5	6.3	0.0	0.0	0.0	0.0	0.0	29	46.2	33	13		
STANSTED	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0		
MANCHESTER	BH AIR	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	11	100.0	4	5		
MANCHESTER	BH AIR	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	15	100.0	2	7		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	33.3	33.3	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	16	88.9	4	9		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	25	77.8	11	9		
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	33.3	56	6		
MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	50.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	35	60.0	35	10		
NEWCASTLE	BH AIR	S	A	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	39	80.0	4	5		
NEWCASTLE	BH AIR	S	D	7	0	0	0.0	0.0	28.6	14.3	28.6	14.3	14.3	0.0	0.0	0.0	0.0	49	85.7	8	7		
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	100.0	6	1		



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

Origin/Destinations: B

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	10	100.0	6	1	
	NEWCASTLE	TUI AIRWAYS 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	10	66.7	8	3	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	26	80.0	17	5	
<b>TOTAL BURGAS</b>					<b>218</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>21.6</b>	<b>33.9</b>	<b>12.8</b>	<b>17.0</b>	<b>5.0</b>	<b>3.2</b>	<b>1.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>37</b>	<b>74.7</b>	<b>15</b>	<b>186</b>	
BYDGOSZCZ																							
	BIRMINGHAM	RYANAIR	S	A	14	0	0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	6	13	
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	0.0	92.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	13	
	GLASGOW	RYANAIR	S	A	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	61	55.6	15	9	
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	0.0	12.5	12.5	37.5	37.5	0.0	0.0	0.0	0.0	0.0	56	55.6	13	9	
	LUTON	RYANAIR	S	A	17	0	1	5.6	38.9	22.2	11.1	5.6	5.6	5.6	0.0	0.0	0.0	5.6	21	0.0	0	0	
	LUTON	RYANAIR	S	D	17	0	0	0.0	5.9	52.9	11.8	17.6	5.9	5.9	0.0	0.0	0.0	0.0	22	0.0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	3.2	61.3	16.1	6.5	6.5	0.0	3.2	0.0	3.2	0.0	0.0	23	96.8	5	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	6.5	74.2	16.1	0.0	0.0	0.0	3.2	0.0	0.0	0.0	14	93.5	8	31	
<b>TOTAL BYDGOSZCZ</b>					<b>140</b>	<b>0</b>	<b>1</b>	<b>2.8</b>	<b>27.7</b>	<b>41.8</b>	<b>9.9</b>	<b>7.8</b>	<b>5.7</b>	<b>2.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>21</b>	<b>88.7</b>	<b>7</b>	<b>106</b>	

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

		Origin/Destinations: C																	MAY 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	
CAEN																							
	SOUTHEND	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	3	1	
	SOUTHEND	STOBART AIR	S	A	18	0	0	5.6	44.4	11.1	11.1	11.1	0.0	16.7	0.0	0.0	0.0	0.0	34	86.4	4	21	
	SOUTHEND	STOBART AIR	S	D	18	0	0	0.0	38.9	38.9	5.6	0.0	5.6	11.1	0.0	0.0	0.0	0.0	26	90.5	4	21	
<b>TOTAL CAEN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>2.8</b>	<b>41.7</b>	<b>25.0</b>	<b>8.3</b>	<b>5.6</b>	<b>2.8</b>	<b>13.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>88.6</b>	<b>4</b>	<b>43</b>	
CAGLIARI (ELMAS)																							
	EAST MIDLANDS INTERNATIONAL	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	
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	44.4	27.8	5.6	0.0	5.6	5.6	11.1	0.0	0.0	0.0	0.0	25	94.4	7	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	55.6	27.8	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	94.4	6	18	
	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	1401	1	
	HEATHROW	BRITISH AIRWAYS PLC	C	D	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	237	1	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	3.3	13.3	26.7	10.0	30.0	13.3	0.0	0.0	0.0	0.0	3.3	28	77.4	16	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	0.0	3.3	60.0	26.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.6	14	31	
	STANSTED	RYANAIR	S	A	14	0	0	0.0	0.0	14.3	28.6	21.4	14.3	7.1	7.1	7.1	0.0	0.0	117	30.8	19	13	
	STANSTED	RYANAIR	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	12	92.3	5	13	
	SOUTHEND	AIR MALTA	S	A	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	SOUTHEND	AIR MALTA	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	13	0.0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>142</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>18.9</b>	<b>35.7</b>	<b>17.5</b>	<b>11.9</b>	<b>5.6</b>	<b>2.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.7</b>	<b>27</b>	<b>78.7</b>	<b>24</b>	<b>127</b>	
CAIRO																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29.0	48.4	12.9	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	5	93.3	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	54.8	9.7	9.7	12.9	3.2	0.0	0.0	0.0	0.0	28	70.0	13	30	
	HEATHROW	EGYPT 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	
	HEATHROW	EGYPT AIR	S	A	62	0	0	8.1	29.0	33.9	17.7	8.1	3.2	0.0	0.0	0.0	0.0	0.0	13	82.0	8	61	
	HEATHROW	EGYPT AIR	S	D	62	0	0	3.2	30.6	30.6	11.3	17.7	4.8	1.6	0.0	0.0	0.0	0.0	18	82.0	7	61	
<b>TOTAL CAIRO</b>					<b>187</b>	<b>0</b>	<b>0</b>	<b>8.6</b>	<b>29.4</b>	<b>32.6</b>	<b>12.3</b>	<b>10.7</b>	<b>5.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>81.9</b>	<b>9</b>	<b>182</b>	
CALGARY																							
	GATWICK	AIR TRANSAT	S	A	8	0	0	0.0	50.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	25.0	56	4	
	GATWICK	AIR TRANSAT	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	80	4	
	GATWICK	WEST JET AIRLINES	S	A	25	0	1	30.8	42.3	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	3.8	5	48.1	27	25	
	GATWICK	WEST JET AIRLINES	S	D	25	0	1	0.0	38.5	23.1	7.7	15.4	7.7	3.8	0.0	0.0	0.0	3.8	23	60.7	24	25	
	HEATHROW	AIR CANADA	S	A	31	0	0	6.5	48.4	32.3	0.0	3.2	6.5	3.2	0.0	0.0	0.0	0.0	13	64.5	27	31	

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										MAY 2017				
								More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat		
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	25.8	61.3	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	83.9	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	25.8	38.7	12.9	0.0	12.9	0.0	3.2	3.2	0.0	0.0	3.2	22	93.3	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	19.4	45.2	16.1	6.5	6.5	0.0	3.2	0.0	0.0	3.2	26	76.7	8	30
<b>TOTAL CALGARY</b>					<b>184</b>	<b>0</b>	<b>4</b>	<b>9.6</b>	<b>35.6</b>	<b>31.4</b>	<b>6.4</b>	<b>9.0</b>	<b>3.2</b>	<b>1.6</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>16</b>	<b>69.2</b>	<b>19</b>	<b>180</b>
CALVI																						
	STANSTED	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	0	1
	STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	303	100.0	0	2
	STANSTED	TITAN 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	80	100.0	3	2
	MANCHESTER	FLYBE 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	26	0.0	55	2
	MANCHESTER	FLYBE LTD	C	D	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	27	3
<b>TOTAL CALVI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>33.3</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>22.2</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>70.0</b>	<b>20</b>	<b>10</b>
CAMBRIDGE																						
	GATWICK	VIRGIN ATLANTIC 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
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	11	0	1	58.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0	0.0	0	0
	DURHAM TEES VALLEY	EASTERN AIRWAYS	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
	DURHAM TEES VALLEY	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
<b>TOTAL CAMBRIDGE</b>					<b>13</b>	<b>0</b>	<b>2</b>	<b>53.3</b>	<b>26.7</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>0.0</b>	<b>13.3</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
CAMPBELTOWN																						
	GLASGOW	LOGANAIR LTD	S	A	49	0	0	10.2	40.8	34.7	8.2	6.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	48
	GLASGOW	LOGANAIR LTD	S	D	48	0	1	0.0	44.9	38.8	8.2	6.1	0.0	0.0	0.0	0.0	0.0	2.0	6	95.8	1	48
<b>TOTAL CAMPBELTOWN</b>					<b>97</b>	<b>0</b>	<b>1</b>	<b>5.1</b>	<b>42.9</b>	<b>36.7</b>	<b>8.2</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>1.0</b>	<b>6</b>	<b>97.9</b>	<b>1</b>	<b>96</b>
CANCUN																						
	BIRMINGHAM	TUI 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	2	77.8	5	9
	BIRMINGHAM	TUI 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	5	88.9	4	9
	BRISTOL	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	74	66.7	19	3
	BRISTOL	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	75.0	16	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS 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	0	100.0	5	3
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	10	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	50.0	26	2
	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	25.0	24	4
	GLASGOW	THOMAS COOK AIRLINES 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

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 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			
GLASGOW	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0						
GLASGOW	TUI AIRWAYS LTD	C	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	0.0	10	50.0	21	4						
GLASGOW	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	66.7	13	6						
GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	35.7	35.7	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	46.2	23	12						
GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	53.8	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	13	13						
GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	22.2	22.2	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	22	66.7	24	9						
GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	1	0.0	20.0	50.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	10.0	31	55.6	22	9							
GATWICK	TUI AIRWAYS LTD	S	A	31	0	0	19.4	25.8	16.1	16.1	16.1	3.2	0.0	3.2	0.0	0.0	0.0	0.0	20	46.4	39	27						
GATWICK	TUI AIRWAYS LTD	S	D	31	0	0	0.0	12.9	71.0	3.2	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	12	59.3	34	27						
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	1	22.2	11.1	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	11.1	25	70.0	24	10							
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	1	0.0	11.1	44.4	0.0	11.1	11.1	11.1	0.0	0.0	0.0	11.1	38	80.0	28	10							
STANSTED	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	50.0	21	4							
STANSTED	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	20	5							
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	21	0	0	19.0	19.0	4.8	9.5	28.6	9.5	9.5	0.0	0.0	0.0	0.0	0.0	33	70.6	22	17						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	23	0	0	0.0	8.7	39.1	21.7	17.4	4.3	8.7	0.0	0.0	0.0	0.0	0.0	32	73.3	15	15						
MANCHESTER	TUI AIRWAYS LTD	S	A	27	0	0	29.6	11.1	29.6	18.5	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	11	68.2	15	22						
MANCHESTER	TUI AIRWAYS LTD	S	D	28	0	0	0.0	3.6	67.9	10.7	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	87.0	8	23						
NEWCASTLE	TUI AIRWAYS LTD	S	A	6	0	0	66.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	6							
NEWCASTLE	TUI AIRWAYS LTD	S	D	6	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	85.7	9	7						
<b>TOTAL CANCUN</b>				<b>283</b>	<b>0</b>	<b>3</b>	<b>12.6</b>	<b>17.5</b>	<b>37.4</b>	<b>12.6</b>	<b>11.9</b>	<b>3.8</b>	<b>2.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>18</b>	<b>67.4</b>	<b>20</b>	<b>264</b>							
CANNES																												
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 CANNES</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>							
CAPE TOWN																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	45.2	32.3	12.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	96.7	4	30						
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	45.2	9.7	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	12	76.7	10	30						
<b>TOTAL CAPE TOWN</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>22.6</b>	<b>30.6</b>	<b>29.0</b>	<b>6.5</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>86.7</b>	<b>7</b>	<b>60</b>							
CARCASSONNE																												
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	12.5	37.5	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	23	92.9	2	14						
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	85.7	5	14						
EDINBURGH	RYANAIR	S	A	9	0	0	55.6	0.0	22.2	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	29	0.0	0	0						

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	55.6	0.0	11.1	0.0	11.1	0.0	0.0	0.0	0.0	26	0.0	0	0
	GLASGOW	RYANAIR	S	A	9	0	0	0.0	33.3	0.0	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	32	88.9	7	9
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	33.3	22.2	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	88.9	3	9
	STANSTED	RYANAIR	S	A	29	0	2	0.0	16.1	32.3	19.4	16.1	6.5	3.2	0.0	0.0	0.0	6.5	26	93.5	4	31
	STANSTED	RYANAIR	S	D	29	0	2	0.0	3.2	61.3	6.5	16.1	6.5	0.0	0.0	0.0	0.0	6.5	18	93.5	5	31
	MANCHESTER	RYANAIR	S	A	8	0	0	0.0	0.0	62.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	27	57.1	31	14
	MANCHESTER	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	78.6	9	14
<b>TOTAL CARCASSONNE</b>					<b>126</b>	<b>0</b>	<b>4</b>	<b>3.8</b>	<b>12.3</b>	<b>40.8</b>	<b>13.1</b>	<b>18.5</b>	<b>6.2</b>	<b>1.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>23</b>	<b>86.8</b>	<b>8</b>	<b>136</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	84.0	9	25
	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	88.0	6	25
	ABERDEEN	FLYBE LTD	S	A	24	0	3	14.8	48.1	3.7	3.7	3.7	11.1	3.7	0.0	0.0	0.0	11.1	19	0.0	24	1
	ABERDEEN	FLYBE LTD	S	D	22	0	3	0.0	16.0	56.0	0.0	8.0	8.0	0.0	0.0	0.0	0.0	12.0	13	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	50	0	0	4.0	54.0	30.0	4.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	31
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	50	0	0	0.0	60.0	30.0	2.0	2.0	6.0	0.0	0.0	0.0	0.0	0.0	7	90.3	6	31
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	33.3	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	88	100.0	0	1
	BIRMINGHAM	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	9	0.0	0	0
	BOURNEMOUTH	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	9	0.0	0	0
	BOURNEMOUTH	BMI REGIONAL	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
	BRISTOL	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	27	0.0	0	0
	BRISTOL	BMI REGIONAL	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	100.0	10	1
	BRISTOL	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1
	EDINBURGH	FLYBE LTD	S	A	57	0	1	0.0	34.5	34.5	5.2	10.3	8.6	5.2	0.0	0.0	0.0	1.7	23	79.6	13	54
	EDINBURGH	FLYBE LTD	S	D	57	0	1	0.0	24.1	31.0	19.0	5.2	12.1	6.9	0.0	0.0	0.0	1.7	30	79.6	17	54
	GLASGOW	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	0.0	33	1
	GLASGOW	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	11	0.0	0	0
	GLASGOW	AURIGNY AIR SERVICES	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GLASGOW	FLYBE LTD	S	A	18	0	0	5.6	61.1	16.7	11.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	16	94.1	2	17
	GLASGOW	FLYBE LTD	S	D	19	0	0	0.0	26.3	47.4	5.3	10.5	5.3	0.0	5.3	0.0	0.0	0.0	22	88.2	3	17
	JERSEY	FLYBE LTD	S	A	17	0	0	5.9	41.2	17.6	0.0	23.5	5.9	5.9	0.0	0.0	0.0	0.0	24	69.2	15	13
	JERSEY	FLYBE LTD	S	D	17	0	0	0.0	35.3	29.4	5.9	11.8	11.8	5.9	0.0	0.0	0.0	0.0	25	61.5	23	13
	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	17	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	100.0	0	1

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

		Origin/Destinations: C																	MAY 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	m late	m late	m late	m late	m late	late	Unmat	Can	(mins)	m	(mins)	Mat
	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	97.8	2	46
	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	0.0	0	97.8	4	46
	NEWCASTLE	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	10	1
	NEWCASTLE	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	6	1
	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	80.5	6	41
	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	85.4	9	41
	NEWCASTLE	FLYBE LTD	S	A	38	0	6	25.0	31.8	9.1	9.1	6.8	2.3	2.3	0.0	0.0	0.0	13.6	14	0.0	0	0
	NEWCASTLE	FLYBE LTD	S	D	38	0	8	0.0	2.2	54.3	6.5	8.7	6.5	2.2	2.2	0.0	0.0	17.4	26	0.0	0	0
	SOUTHAMPTON	PROAIR AVIATION	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL CARDIFF WALES</b>					<b>423</b>	<b>0</b>	<b>22</b>	<b>4.5</b>	<b>34.4</b>	<b>31.5</b>	<b>7.0</b>	<b>7.2</b>	<b>7.0</b>	<b>2.7</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>19</b>	<b>86.2</b>	<b>8</b>	<b>463</b>
CASABLANCA MOHAMED V																						
	GATWICK	ROYAL AIR MAROC	S	A	19	0	0	10.5	36.8	26.3	5.3	15.8	5.3	0.0	0.0	0.0	0.0	0.0	12	89.7	4	29
	GATWICK	ROYAL AIR MAROC	S	D	19	0	0	0.0	31.6	31.6	15.8	21.1	0.0	0.0	0.0	0.0	0.0	0.0	15	75.9	9	29
	HEATHROW	ROYAL AIR MAROC	S	A	29	0	0	6.9	31.0	41.4	6.9	10.3	3.4	0.0	0.0	0.0	0.0	0.0	12	74.2	10	31
	HEATHROW	ROYAL AIR MAROC	S	D	29	0	0	27.6	34.5	24.1	6.9	6.9	0.0	0.0	0.0	0.0	0.0	0.0	6	96.8	3	31
	MANCHESTER	ROYAL AIR MAROC	S	A	13	0	0	7.7	38.5	15.4	30.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	84.6	5	13
	MANCHESTER	ROYAL AIR MAROC	S	D	13	0	0	15.4	23.1	38.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	100.0	2	13
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>32.8</b>	<b>30.3</b>	<b>10.7</b>	<b>11.5</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>11</b>	<b>85.6</b>	<b>6</b>	<b>146</b>
CASTELLON COSTA AZAHAR																						
	STANSTED	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	9
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	5	9
<b>TOTAL CASTELLON COSTA AZAHAR</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>38.9</b>	<b>38.9</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>18</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	88.9	9	9
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	55.6	21	9
	STANSTED	RYANAIR	S	A	4	0	1	0.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	20.0	24	100.0	0	4
	STANSTED	RYANAIR	S	D	4	0	1	0.0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	20.0	29	100.0	2	4
<b>TOTAL CASTELLON DE LA PLANA AIRPORT</b>					<b>8</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.0</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>20.0</b>	<b>27</b>	<b>80.8</b>	<b>11</b>	<b>26</b>
CATANIA (FONTANAROSSA)																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	22	100.0	4	1

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 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	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	2				
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	2				
GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	12.1	48.5	15.2	6.1	9.1	6.1	3.0	0.0	0.0	0.0	0.0	0.0	15	75.8	22	32				
GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	21.2	63.6	6.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	81.8	11	32				
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	1	3.1	21.9	28.1	12.5	18.8	12.5	0.0	0.0	0.0	0.0	3.1	25	53.1	28	32					
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	1	0.0	9.4	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	3.1	12	84.4	13	32					
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	8	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	44.4	21	9					
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	5	9					
GATWICK	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	17	75.0	16	4					
GATWICK	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	13	100.0	3	4					
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	29.4	23.5	17.6	17.6	5.9	5.9	0.0	0.0	0.0	0.0	28	38.9	31	18					
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	23.5	52.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	61.1	16	18					
LUTON	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	41.2	11.8	17.6	11.8	5.9	5.9	5.9	0.0	0.0	0.0	38	61.5	53	13					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	35.3	41.2	5.9	0.0	5.9	5.9	5.9	0.0	0.0	0.0	33	76.9	26	13					
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	45	50.0	22	4					
MANCHESTER	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	34	100.0	7	4					
SOUTHEND	AIR MALTA	S	A	8	0	0	0.0	37.5	25.0	0.0	12.5	0.0	12.5	12.5	0.0	0.0	0.0	50	0.0	0	0					
SOUTHEND	AIR MALTA	S	D	8	0	0	0.0	12.5	37.5	12.5	0.0	12.5	12.5	12.5	0.0	0.0	0.0	58	0.0	0	0					
<b>TOTAL CATANIA (FONTANAROSSA)</b>				<b>263</b>	<b>0</b>	<b>2</b>	<b>2.3</b>	<b>28.3</b>	<b>39.2</b>	<b>9.4</b>	<b>11.3</b>	<b>4.5</b>	<b>2.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>20</b>	<b>70.3</b>	<b>20</b>	<b>230</b>					
CHANGSHA HUANGHUA INTERNATIONAL AIRPORT																										
HEATHROW	HAINAN AIRLINES	S	A	13	0	0	69.2	7.7	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
HEATHROW	HAINAN AIRLINES	S	D	13	0	0	7.7	61.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
<b>TOTAL CHANGSHA HUANGHUA INTERNATIONAL AIRPORT</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>38.5</b>	<b>34.6</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>0.0</b>	<b>2</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
CHANIA																										
BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	0.0	22.2	11.1	22.2	44.4	0.0	0.0	0.0	0.0	0.0	55	44.4	39	9					
BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	0.0	55.6	11.1	0.0	0.0	0.0	0.0	0.0	34	44.4	44	9					
BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	34	4					
BIRMINGHAM	TUI AIRWAYS LTD	C	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	18	80.0	7	5					

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)
BRISTOL	RYANAIR	S A	9	0	0	0.0	11.1	11.1	11.1	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	45	44.4	42	9
BRISTOL	RYANAIR	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	28	44.4	41	9	
BRISTOL	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
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	2	2	
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	2	4	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	36	75.0	5	4	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
GLASGOW	RYANAIR	S A	5	0	0	0.0	0.0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	47	0.0	32	5	
GLASGOW	RYANAIR	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	7	100.0	4	5	
LEEDS BRADFORD	RYANAIR	S A	9	0	0	0.0	0.0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	43	77.8	7	9	
LEEDS BRADFORD	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	18	77.8	7	9	
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	24	0	0	4.2	25.0	16.7	4.2	16.7	29.2	0.0	4.2	0.0	0.0	0.0	42	40.0	29	24	
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	24	0	0	0.0	16.7	41.7	12.5	8.3	12.5	8.3	0.0	0.0	0.0	0.0	29	56.5	28	23	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C 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	0.0	0	0	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	9	0	0	0.0	33.3	33.3	0.0	22.2	0.0	0.0	11.1	0.0	0.0	0.0	33	92.3	17	13	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	9	0	0	0.0	33.3	22.2	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	33	76.9	9	13	
GATWICK	TUI AIRWAYS LTD	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	71.4	23	7	
GATWICK	TUI AIRWAYS LTD	C D	3	0	0	0.0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	49	55.6	20	9	
HEATHROW	BRITISH AIRWAYS PLC	S A	9	0	0	0.0	44.4	11.1	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	27	62.5	12	8	
HEATHROW	BRITISH AIRWAYS PLC	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	27	100.0	2	9	
STANSTED	RYANAIR	S A	8	0	0	12.5	37.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9	
STANSTED	RYANAIR	S D	8	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	9	9	
MANCHESTER	EUROPE AIRPOST	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
MANCHESTER	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	0.0	0	100.0	0	1	
MANCHESTER	RYANAIR	S A	9	0	0	0.0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	48	88.9	10	9	
MANCHESTER	RYANAIR	S D	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	12	9	
MANCHESTER	TUI AIRWAYS LTD	C A	7	0	0	14.3	14.3	14.3	0.0	42.9	14.3	0.0	0.0	0.0	0.0	0.0	32	85.7	6	7	
MANCHESTER	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	0.0	10	77.8	9	9	
<b>TOTAL CHANIA</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>14.0</b>	<b>35.7</b>	<b>11.5</b>	<b>20.0</b>	<b>13.2</b>	<b>3.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>30</b>	<b>67.5</b>	<b>19</b>	<b>245</b>	





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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAY 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								
CHICAGO (O'HARE)		HEATHROW	UNITED AIRLINES	S	D	92	0	1	1.1	75.3	15.1	1.1	2.2	3.2	0.0	0.0	1.1	0.0	1.1	17	92.4	7	92															
		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	48.4	52	29															
		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	74.2	19	27															
<b>TOTAL CHICAGO (O'HARE)</b>						<b>663</b>	<b>0</b>	<b>11</b>	<b>19.1</b>	<b>39.5</b>	<b>21.2</b>	<b>6.1</b>	<b>6.4</b>	<b>4.0</b>	<b>1.3</b>	<b>0.3</b>	<b>0.4</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>77.4</b>	<b>15</b>	<b>622</b>															
CHISINAU (KISHINEV)		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	0	1																
		LUTON	WIZZ AIR	S	A	31	0	1	37.5	21.9	9.4	12.5	12.5	3.1	0.0	0.0	0.0	0.0	3.1	11	86.4	11	22															
		LUTON	WIZZ AIR	S	D	30	0	0	0.0	6.7	50.0	20.0	20.0	3.3	0.0	0.0	0.0	0.0	0.0	21	45.5	28	22															
		STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	18	0	0	38.9	50.0	5.6	0.0	5.6	0.0	0.0	0.0	0.0	0.0	2	95.0	2	20																
		STANSTED	AIR MOLDOVA INTERNATIONAL	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	12	95.0	2	20															
<b>TOTAL CHISINAU (KISHINEV)</b>						<b>97</b>	<b>0</b>	<b>1</b>	<b>19.4</b>	<b>22.4</b>	<b>29.6</b>	<b>12.2</b>	<b>12.2</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>13</b>	<b>80.0</b>	<b>11</b>	<b>85</b>															
CITY OF DERRY (EGLINTON)		BRISTOL	BMI REGIONAL	S	A	3	0	0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0																
		BRISTOL	BMI REGIONAL	S	D	5	0	0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	1																
		GLASGOW	RYANAIR	S	A	22	0	0	0.0	18.2	31.8	22.7	22.7	4.5	0.0	0.0	0.0	0.0	21	52.4	18	21																
		GLASGOW	RYANAIR	S	D	22	0	0	0.0	9.1	40.9	22.7	22.7	4.5	0.0	0.0	0.0	0.0	22	71.4	14	21																
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	14	0	0	0.0	78.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	17	9																
		LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	42.9	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	18	9																
		STANSTED	AERO4M	S	D	0	0	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																
		STANSTED	BMI REGIONAL	S	A	55	0	3	8.6	36.2	32.8	3.4	6.9	3.4	3.4	0.0	0.0	5.2	15	67.3	24	55																
		STANSTED	BMI REGIONAL	S	D	53	0	5	1.7	27.6	36.2	8.6	5.2	8.6	3.4	0.0	0.0	8.6	21	68.5	28	54																
		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	100.0	4	1																
		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	24	1																
<b>TOTAL CITY OF DERRY (EGLINTON)</b>						<b>188</b>	<b>0</b>	<b>8</b>	<b>4.1</b>	<b>31.1</b>	<b>34.2</b>	<b>10.7</b>	<b>9.2</b>	<b>4.6</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.1</b>	<b>16</b>	<b>67.1</b>	<b>22</b>	<b>173</b>															
CLERMONT FERRAND		EDINBURGH	AIGLE AZUR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1																
		EDINBURGH	AIGLE AZUR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1																
		EDINBURGH	ALK Airlines/Air Lubo	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1																
		EDINBURGH	ALK Airlines/Air Lubo	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1																
		EDINBURGH	DANISH AIR TRANSPORT	C	A	0	0	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																
		EDINBURGH	DANISH AIR TRANSPORT	C	D	0	0	0	0.0	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 MAY 2018

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	49	1	
	EDINBURGH	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	
	EDINBURGH	MERIDIANA 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	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	50.0	16	2	
	EDINBURGH	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	48	2	
	EDINBURGH	TRADE AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
	EDINBURGH	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1	
	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	0.0	43	1	
	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	0.0	0	100.0	2	9	
	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	0.0	0	100.0	1	9	
	STANSTED	RYANAIR	S	A	8	0	0	12.5	37.5	25.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	22	0.0	0	0	
	STANSTED	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
<b>TOTAL CLERMONT FERRAND</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>25.0</b>	<b>43.8</b>	<b>12.5</b>	<b>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>22</b>	<b>73.5</b>	<b>10</b>	<b>34</b>	
CLUJ NAPOCA																							
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	13	0	0	92.3	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	13	0	0	0.0	23.1	61.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	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	92.9	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	0.0	0	85.7	26	14	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	11	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	27	9	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	A	9	0	0	11.1	44.4	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	12	9	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S	D	9	0	0	0.0	44.4	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	5	9	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	18	0	0	22.2	55.6	16.7	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	10	100.0	0	17	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	18	0	0	0.0	33.3	55.6	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	14	94.1	8	17	
	LUTON	WIZZ AIR	S	A	80	0	0	33.8	38.8	11.3	0.0	7.5	8.8	0.0	0.0	0.0	0.0	0.0	11	92.9	4	84	
	LUTON	WIZZ AIR	S	D	79	0	0	0.0	17.7	50.6	5.1	12.7	11.4	1.3	1.3	0.0	0.0	0.0	24	72.6	15	84	
<b>TOTAL CLUJ NAPOCA</b>					<b>255</b>	<b>0</b>	<b>0</b>	<b>17.3</b>	<b>30.2</b>	<b>33.3</b>	<b>2.7</b>	<b>8.2</b>	<b>6.7</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.2</b>	<b>11</b>	<b>266</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C												MAY 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			
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	0.0	27	1						
	BRISTOL	RYANAIR	S	A	17	0	0	23.5	35.3	5.9	0.0	17.6	5.9	0.0	11.8	0.0	0.0	0.0	38	0.0	0	0						
	BRISTOL	RYANAIR	S	D	17	0	0	0.0	29.4	35.3	5.9	5.9	11.8	5.9	5.9	0.0	0.0	0.0	35	0.0	0	0						
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	3.8	26.9	26.9	23.1	19.2	0.0	0.0	0.0	0.0	0.0	0.0	17	70.6	10	17						
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	0.0	15.4	23.1	26.9	15.4	15.4	3.8	0.0	0.0	0.0	0.0	31	64.7	15	17						
	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	66.7	12	9							
	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	55.6	18	9							
	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	100.0	6	1							
	EDINBURGH	LUXAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1							
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	78	0	6	11.9	38.1	19.0	6.0	7.1	4.8	4.8	1.2	0.0	0.0	7.1	21	71.4	18	14						
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	78	0	6	1.2	17.9	45.2	8.3	6.0	7.1	6.0	1.2	0.0	0.0	7.1	24	64.3	18	14						
	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	92.3	6	65							
	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	90.8	6	65							
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	66	0	2	1.5	17.6	35.3	5.9	14.7	13.2	7.4	1.5	0.0	0.0	2.9	36	55.6	29	18						
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	66	0	2	0.0	13.2	33.8	11.8	10.3	16.2	5.9	5.9	0.0	0.0	2.9	45	50.0	31	18						
	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	82.7	9	50							
	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	78.8	11	50							
	STANSTED	RYANAIR	S	A	75	0	2	10.4	35.1	11.7	7.8	15.6	11.7	5.2	0.0	0.0	0.0	2.6	30	87.9	4	58						
	STANSTED	RYANAIR	S	D	75	0	2	0.0	5.2	37.7	19.5	20.8	13.0	0.0	1.3	0.0	0.0	2.6	31	84.5	8	58						
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	22	0	0	4.5	50.0	13.6	0.0	13.6	9.1	0.0	9.1	0.0	0.0	0.0	32	77.8	13	9						
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	22	0	0	0.0	36.4	27.3	4.5	13.6	4.5	13.6	0.0	0.0	0.0	0.0	35	77.8	9	9						
	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	76.9	15	13							
	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	69.2	16	13							
	MANCHESTER	RYANAIR	S	A	31	0	0	32.3	41.9	16.1	6.5	0.0	3.2	0.0	0.0	0.0	0.0	4	0.0	0	0							
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	29.0	51.6	16.1	0.0	3.2	0.0	0.0	0.0	0.0	9	0.0	0	0							
	SOUTHEND	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	65.4	12	26							
	SOUTHEND	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	88.5	9	26							
	SOUTHEND	STOBART AIR	S	A	19	0	1	0.0	5.0	35.0	15.0	25.0	5.0	5.0	0.0	5.0	0.0	5.0	111	0.0	202	1						
	SOUTHEND	STOBART AIR	S	D	20	0	0	5.0	20.0	40.0	10.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	18	0.0	171	1						
<b>TOTAL COLOGNE BONN</b>					<b>669</b>	<b>0</b>	<b>21</b>	<b>5.4</b>	<b>24.2</b>	<b>29.6</b>	<b>10.4</b>	<b>12.2</b>	<b>9.1</b>	<b>4.1</b>	<b>1.9</b>	<b>0.1</b>	<b>0.0</b>	<b>3.0</b>	<b>30</b>	<b>79.4</b>	<b>11</b>	<b>563</b>						
COLOMBO																												
	HEATHROW	SRILANKAN AIRLINES	S	A	31	0	0	12.9	54.8	12.9	6.5	3.2	6.5	0.0	3.2	0.0	0.0	0.0	16	90.3	4	31						

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

		Origin/Destinations: C																	MAY 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	m late	m late	m late	m late	m late	late						
	HEATHROW	SRILANKAN AIRLINES	S	D	31	0	0	0.0	29.0	35.5	12.9	6.5	12.9	0.0	3.2	0.0	0.0	0.0	24	87.1	6	31
<b>TOTAL COLOMBO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>41.9</b>	<b>24.2</b>	<b>9.7</b>	<b>4.8</b>	<b>9.7</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>88.7</b>	<b>5</b>	<b>62</b>
COMISO																						
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	5
	BIRMINGHAM	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	7	80.0	9	5
	STANSTED	RYANAIR	S	A	8	0	0	0.0	12.5	12.5	12.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	36	55.6	18	9
	STANSTED	RYANAIR	S	D	8	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	77.8	16	9
<b>TOTAL COMISO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>11.5</b>	<b>23.1</b>	<b>15.4</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>75.0</b>	<b>12</b>	<b>28</b>
CONSTANTA																						
	LUTON	WIZZ AIR	S	A	13	0	0	30.8	23.1	38.5	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9
	LUTON	WIZZ AIR	S	D	13	0	0	0.0	7.7	53.8	7.7	23.1	7.7	0.0	0.0	0.0	0.0	0.0	19	88.9	8	9
<b>TOTAL CONSTANTA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>15.4</b>	<b>46.2</b>	<b>3.8</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>13</b>	<b>94.4</b>	<b>5</b>	<b>18</b>
COPENHAGEN																						
	ABERDEEN	SAS	S	A	25	0	0	0.0	28.0	56.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	8	69.2	13	26
	ABERDEEN	SAS	S	D	25	0	0	0.0	68.0	16.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	7	73.1	11	26
	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
	BIRMINGHAM	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0
	BIRMINGHAM	SAS	S	A	48	0	0	0.0	47.9	29.2	14.6	6.3	2.1	0.0	0.0	0.0	0.0	0.0	8	91.8	2	47
	BIRMINGHAM	SAS	S	D	48	0	0	0.0	41.7	35.4	10.4	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	91.8	4	47
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	0.0	20.0	10.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	16	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	0.0	0.0	20.0	70.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	22	66.7	17	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	0.0	43.8	18.8	25.0	6.3	6.3	0.0	0.0	0.0	0.0	0.0	16	63.6	12	21
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	29.4	47.1	5.9	5.9	5.9	0.0	5.9	0.0	0.0	0.0	24	77.3	5	21
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	27	0	0	7.4	37.0	37.0	11.1	3.7	3.7	0.0	0.0	0.0	0.0	0.0	9	74.1	12	27
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	27	0	0	0.0	7.4	48.1	18.5	14.8	11.1	0.0	0.0	0.0	0.0	0.0	22	25.9	24	27
	EDINBURGH	RYANAIR	S	A	21	0	0	4.8	19.0	9.5	19.0	19.0	23.8	0.0	4.8	0.0	0.0	0.0	45	61.1	15	18
	EDINBURGH	RYANAIR	S	D	21	0	0	0.0	19.0	14.3	19.0	28.6	9.5	9.5	0.0	0.0	0.0	0.0	39	55.6	14	18
	EDINBURGH	SAS	S	A	11	0	0	9.1	54.5	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	EDINBURGH	SAS	S	D	11	0	0	0.0	45.5	27.3	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	87	0	2	23.6	33.7	18.0	7.9	5.6	6.7	2.2	0.0	0.0	0.0	2.2	15	71.9	10	89
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	87	0	2	0.0	37.1	39.3	10.1	6.7	4.5	0.0	0.0	0.0	0.0	2.2	12	71.1	13	89

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: C		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 2017		
						S	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	
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	142	0	1	15.4	32.9	23.1	9.8	7.7	7.0	1.4	2.1	0.0	0.0	0.7	21	60.4	21	139					
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	142	0	1	0.0	42.0	33.6	4.9	5.6	9.8	2.1	1.4	0.0	0.0	0.7	19	75.5	14	139					
HEATHROW	BRITISH AIRWAYS PLC	S	A	202	0	3	28.3	42.9	12.2	8.8	3.9	2.0	0.5	0.0	0.0	0.0	1.5	7	90.2	6	174					
HEATHROW	BRITISH AIRWAYS PLC	S	D	203	0	3	0.0	36.9	40.8	12.6	6.3	1.9	0.0	0.0	0.0	0.0	1.5	9	84.5	9	174					
HEATHROW	SAS	S	A	92	0	1	4.3	35.5	35.5	11.8	6.5	4.3	1.1	0.0	0.0	0.0	1.1	14	86.8	8	167					
HEATHROW	SAS	S	D	92	0	1	0.0	47.3	36.6	5.4	4.3	4.3	1.1	0.0	0.0	0.0	1.1	10	94.6	4	167					
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	79	0	0	5.1	40.5	36.7	6.3	6.3	5.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0					
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	79	0	0	0.0	45.6	40.5	5.1	6.3	2.5	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0					
LUTON	CHARTRIGHT AIR INC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1					
LUTON	EASYJET 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	18	0.0	0	0					
LUTON	RYANAIR	S	A	31	0	0	3.2	32.3	35.5	6.5	9.7	3.2	3.2	6.5	0.0	0.0	0.0	29	93.5	5	31					
LUTON	RYANAIR	S	D	31	0	0	0.0	29.0	41.9	9.7	9.7	0.0	6.5	3.2	0.0	0.0	0.0	25	93.5	4	31					
STANSTED	RYANAIR	S	A	89	0	4	7.5	35.5	24.7	7.5	12.9	6.5	0.0	1.1	0.0	0.0	4.3	18	97.8	1	93					
STANSTED	RYANAIR	S	D	89	0	4	0.0	8.6	52.7	12.9	12.9	7.5	0.0	1.1	0.0	0.0	4.3	20	92.5	6	93					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	14.6	33.3	27.1	8.3	8.3	6.3	2.1	0.0	0.0	0.0	0.0	16	80.4	14	46					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	0.0	22.9	41.7	16.7	8.3	6.3	2.1	2.1	0.0	0.0	0.0	24	73.9	18	46					
MANCHESTER	SAS	S	A	76	0	2	2.6	42.3	34.6	9.0	6.4	2.6	0.0	0.0	0.0	0.0	2.6	9	90.8	5	75					
MANCHESTER	SAS	S	D	76	0	2	1.3	39.7	41.0	3.8	6.4	3.8	0.0	1.3	0.0	0.0	2.6	12	90.8	4	75					
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	0.0	0	95.7	3	23					
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	0.0	0	87.0	5	23					
<b>TOTAL COPENHAGEN</b>				<b>2013</b>	<b>0</b>	<b>26</b>	<b>6.4</b>	<b>36.4</b>	<b>32.2</b>	<b>9.8</b>	<b>7.8</b>	<b>4.7</b>	<b>0.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>14</b>	<b>82.3</b>	<b>9</b>	<b>1971</b>					
CORFU																										
ABERDEEN	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3					
ABERDEEN	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	0.0	0	100.0	0	4					
ABERDEEN	TUI AIRWAYS LTD	C	A	3	0	0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0					
ABERDEEN	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	0.0	0	0					
BELFAST INTERNATIONAL	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	100.0	0	1					
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	100.0	2	2					
BIRMINGHAM	RYANAIR	S	A	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	9					
BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	27	44.4	20	9					

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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				
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	55.6	0.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	87.5	4	8
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	11.1	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	36	62.5	15	8
BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	60.0	15	10
BIRMINGHAM	TUI AIRWAYS LTD	C	D	12	0	0	0.0	0.0	58.3	25.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	16	41.7	24	12
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
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	11	3
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	13	0	1	7.1	7.1	14.3	21.4	21.4	21.4	0.0	0.0	0.0	0.0	7.1	35	42.9	19	13
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	12	0	1	0.0	7.7	46.2	15.4	15.4	7.7	0.0	0.0	0.0	0.0	7.7	23	28.6	23	13
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	8	0	0	37.5	12.5	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	7
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	71.4	11	7
BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	37.5	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	40	71.4	7	7
BRISTOL	TUI AIRWAYS LTD	C	D	10	0	0	0.0	0.0	70.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	19	88.9	5	9
CARDIFF WALES	TUI AIRWAYS LTD	C	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	3
CARDIFF WALES	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	4
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	6	0	0	33.3	16.7	16.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	8
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	8	0	0	0.0	37.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	9
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	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	4	100.0	5	3
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	7	3
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	11.1	11.1	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	2	7
EAST MIDLANDS 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	6	87.5	5	8
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	33.3	0.0	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	28	88.9	4	9
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	26	88.9	7	9
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	6	0	0	0.0	66.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	3	6
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	6	0	0	0.0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	1	6
EDINBURGH	RYANAIR	S	A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
EDINBURGH	RYANAIR	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	6	4
EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	33.3	46	3
EDINBURGH	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	12	25.0	32	4

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)
EXETER	TUI AIRWAYS LTD	C A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	1	3
EXETER	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	0.0	4	100.0	3	4
GLASGOW	JET2.COM LTD	S A	4	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	42	100.0	0	3
GLASGOW	JET2.COM LTD	S D	4	0	0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	37	100.0	0	3
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	83.3	11	6
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	6
GLASGOW	THOMAS COOK AIRLINES LTD	S A	7	0	0	14.3	42.9	28.6	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
GLASGOW	THOMAS COOK AIRLINES LTD	S D	7	0	0	0.0	42.9	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	29	4
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	50.0	15	4
LEEDS BRADFORD	JET2.COM LTD	S A	6	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	0	3
LEEDS BRADFORD	JET2.COM LTD	S D	6	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	3
LEEDS BRADFORD	RYANAIR	S A	5	0	0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	79	20.0	65	5
LEEDS BRADFORD	RYANAIR	S D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	34	5
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	22	2
LEEDS BRADFORD	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	3	66.7	28	3
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	47	0	1	10.4	14.6	27.1	10.4	18.8	6.3	10.4	0.0	0.0	0.0	0.0	2.1	34	54.2	25	48
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	48	0	1	0.0	12.2	61.2	8.2	10.2	2.0	4.1	0.0	0.0	0.0	0.0	2.0	16	59.2	20	48
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	0.0	34	50.0	15	2
GATWICK	ENTER AIR	C D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	8	2
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	100.0	6	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	0.0	0	100.0	9	1
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	6	100.0	0	1
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	100.0	15	1
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4
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	100.0	0	1



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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)
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	0.0	17	1
GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	11.1	44.4	11.1	0.0	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	38	80.0	5	10
GATWICK	THOMAS COOK AIRLINES LTD	S D	10	0	0	0.0	0.0	80.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	25	72.7	21	11
GATWICK	TUI AIRWAYS LTD	C A	11	0	0	0.0	18.2	54.5	9.1	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	23	69.2	19	13
GATWICK	TUI AIRWAYS LTD	C D	15	0	0	0.0	13.3	53.3	13.3	13.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	15	16
HEATHROW	BRITISH AIRWAYS PLC	C A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	129	1
HEATHROW	BRITISH AIRWAYS PLC	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	47	1
HEATHROW	BRITISH AIRWAYS PLC	S A	24	0	0	4.2	37.5	25.0	12.5	12.5	8.3	0.0	0.0	0.0	0.0	0.0	0.0	18	84.6	7	26
HEATHROW	BRITISH AIRWAYS PLC	S D	24	0	0	0.0	25.0	54.2	8.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	7	26
LUTON	EASYJET AIRLINE COMPANY LTD	S A	28	0	0	3.6	7.1	35.7	21.4	17.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	32	60.0	12	20
LUTON	EASYJET AIRLINE COMPANY LTD	S D	28	0	0	0.0	0.0	53.6	21.4	14.3	10.7	0.0	0.0	0.0	0.0	0.0	0.0	24	80.0	10	20
LUTON	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	10	4
LUTON	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	100.0	4	4
LUTON	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	0.0	15	66.7	31	3
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	3	4
STANSTED	JET2.COM LTD	S A	6	0	0	0.0	33.3	16.7	0.0	0.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	63	0.0	0	0
STANSTED	JET2.COM LTD	S D	7	0	0	0.0	0.0	28.6	14.3	28.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0
STANSTED	RYANAIR	S A	14	0	0	0.0	21.4	7.1	21.4	7.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	53	69.2	11	13
STANSTED	RYANAIR	S D	14	0	0	0.0	0.0	28.6	21.4	21.4	28.6	0.0	0.0	0.0	0.0	0.0	0.0	43	84.6	9	13
STANSTED	THOMAS COOK AIRLINES LTD	S A	3	0	0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	248	100.0	0	3
STANSTED	THOMAS COOK AIRLINES LTD	S D	3	0	0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	256	100.0	4	3
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	0	3
STANSTED	TUI AIRWAYS LTD	C 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
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	21	0	0	0.0	28.6	23.8	9.5	14.3	14.3	0.0	4.8	4.8	0.0	0.0	4.3	54	31.6	23	17
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	22	0	1	0.0	13.0	39.1	13.0	17.4	8.7	4.3	0.0	0.0	0.0	0.0	4.3	28	70.6	18	17
MANCHESTER	EUROPE AIRPOST	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	0.0	32	25.0	25	4
MANCHESTER	EUROPE AIRPOST	C D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26	75.0	14	4
MANCHESTER	JET2.COM LTD	S A	8	0	0	25.0	37.5	0.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	28	80.0	6	5
MANCHESTER	JET2.COM LTD	S D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	5	5
MANCHESTER	RYANAIR	S A	9	0	0	0.0	0.0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	34	37.5	29	8

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	D	9	0	0	0.0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	12	0	0	16.7	50.0	8.3	0.0	8.3	16.7	0.0	0.0	0.0	0.0	0.0	20	85.7	7	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	7.7	84.6	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	92.9	4	14	
	MANCHESTER	TUI AIRWAYS LTD	C	A	11	0	0	0.0	9.1	54.5	9.1	27.3	0.0	0.0	0.0	0.0	0.0	0.0	15	71.4	12	14	
	MANCHESTER	TUI AIRWAYS LTD	C	D	12	0	0	0.0	0.0	66.7	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	14	73.3	8	15	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	28	1	
	NEWCASTLE	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	4	100.0	0	1	
	NEWCASTLE	JET2.COM LTD	S	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	3	
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	2	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	8	0	0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.5	5	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	8	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	14.3	42.9	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	8	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	9	
<b>TOTAL CORFU</b>					<b>801</b>	<b>0</b>	<b>5</b>	<b>4.5</b>	<b>19.0</b>	<b>40.6</b>	<b>13.2</b>	<b>12.5</b>	<b>6.6</b>	<b>2.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.6</b>	<b>23</b>	<b>74.5</b>	<b>12</b>	<b>751</b>	
<b>CORK</b>																							
	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	9	0.0	0	0	
	BIRMINGHAM	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	92	0.0	0	0	
	BIRMINGHAM	STOBART AIR	S	A	61	0	0	1.6	39.3	47.5	8.2	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6	83.1	8	59	
	BIRMINGHAM	STOBART AIR	S	D	61	0	0	1.6	36.1	42.6	16.4	0.0	3.3	0.0	0.0	0.0	0.0	0.0	9	83.1	11	59	
	BRISTOL	STOBART AIR	S	A	31	0	0	16.1	48.4	25.8	6.5	0.0	3.2	0.0	0.0	0.0	0.0	0.0	7	87.1	8	31	
	BRISTOL	STOBART AIR	S	D	31	0	0	0.0	41.9	45.2	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	83.9	10	31	
	CARDIFF WALES	FLYBE LTD	S	A	9	0	0	22.2	44.4	0.0	0.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	31	100.0	4	8	
	CARDIFF WALES	FLYBE LTD	S	D	9	0	0	0.0	22.2	44.4	0.0	11.1	11.1	0.0	11.1	0.0	0.0	0.0	38	87.5	4	8	
	EDINBURGH	AER LINGUS	S	A	39	0	0	10.3	59.0	23.1	2.6	5.1	0.0	0.0	0.0	0.0	0.0	0.0	4	92.5	10	40	
	EDINBURGH	AER LINGUS	S	D	39	0	0	0.0	59.0	33.3	2.6	5.1	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	15	40	
	GLASGOW	AER LINGUS	S	A	22	0	0	4.5	18.2	54.5	9.1	9.1	4.5	0.0	0.0	0.0	0.0	0.0	13	81.8	11	22	
	GLASGOW	AER LINGUS	S	D	22	0	0	0.0	13.6	54.5	18.2	9.1	4.5	0.0	0.0	0.0	0.0	0.0	16	81.8	13	22	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	11.8	64.7	17.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	17	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	35.3	64.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	94.1	1	17	
	GATWICK	RYANAIR	S	A	31	0	0	0.0	32.3	25.8	9.7	12.9	12.9	3.2	3.2	0.0	0.0	0.0	34	80.6	12	31	
	GATWICK	RYANAIR	S	D	31	0	0	0.0	9.7	38.7	29.0	9.7	3.2	3.2	6.5	0.0	0.0	0.0	36	67.7	19	31	
	HEATHROW	AER LINGUS	S	A	138	0	1	30.2	49.6	15.1	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.7	2	94.3	3	123	
	HEATHROW	AER LINGUS	S	D	138	0	1	3.6	61.2	24.5	8.6	1.4	0.0	0.0	0.0	0.0	0.0	0.7	4	93.5	4	123	

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

Origin/Destinations: C

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	A	91	0	2	3.2	43.0	28.0	7.5	9.7	3.2	0.0	3.2	0.0	0.0	2.2	18	92.5	4	93			
	STANSTED	RYANAIR	S	D	91	0	2	0.0	2.2	33.3	32.3	23.7	4.3	2.2	0.0	0.0	0.0	2.2	27	74.2	11	93			
	MANCHESTER	AER LINGUS	S	A	79	0	0	26.6	51.9	12.7	3.8	1.3	3.8	0.0	0.0	0.0	0.0	0.0	6	93.8	3	80			
	MANCHESTER	AER LINGUS	S	D	79	0	0	0.0	39.2	48.1	6.3	1.3	5.1	0.0	0.0	0.0	0.0	0.0	8	91.3	4	80			
	NEWCASTLE	AER LINGUS	S	A	13	0	0	23.1	46.2	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	76.9	8	13			
	NEWCASTLE	AER LINGUS	S	D	13	0	0	0.0	53.8	23.1	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	69.2	8	13			
	SOUTHAMPTON	AER LINGUS	S	A	22	0	0	0.0	36.4	36.4	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	12	87.0	6	23			
	SOUTHAMPTON	AER LINGUS	S	D	22	0	0	0.0	13.6	59.1	4.5	22.7	0.0	0.0	0.0	0.0	0.0	0.0	15	78.3	9	23			
	DURHAM TEES VALLEY	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	7	1			
<b>TOTAL CORK CRAIOVA</b>					<b>1108</b>	<b>0</b>	<b>6</b>	<b>8.1</b>	<b>40.8</b>	<b>31.1</b>	<b>9.5</b>	<b>6.2</b>	<b>2.6</b>	<b>0.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>11</b>	<b>87.1</b>	<b>7</b>	<b>1081</b>			
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	10	9			
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	9			
	LUTON	WIZZ AIR	S	A	31	0	0	29.0	54.8	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	2	30			
	LUTON	WIZZ AIR	S	D	31	0	0	0.0	25.8	38.7	22.6	9.7	3.2	0.0	0.0	0.0	0.0	0.0	16	87.1	9	31			
<b>TOTAL CRAIOVA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>14.5</b>	<b>40.3</b>	<b>22.6</b>	<b>16.1</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>0.0</b>	<b>9</b>	<b>86.1</b>	<b>7</b>	<b>79</b>			
<b>TOTAL CUNAGUA (CAYO COCO)</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>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>30</b>	<b>65.4</b>	<b>23</b>	<b>26</b>			
	GATWICK	THOMAS COOK AIRLINES 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	18	60.0	48	5			
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	31	25.0	40	4			
	MANCHESTER	THOMAS COOK AIRLINES LTD	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	0.0	30	87.5	3	8			
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	40	66.7	18	9			

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
DALAMAN	ABERDEEN	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	77	1
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	7	0	0	28.6	14.3	28.6	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	21	100.0	0	1
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	8	0	0	0.0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	37	0.0	0	0
	BIRMINGHAM	FREEBIRD 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
	BIRMINGHAM	FREEBIRD AIRLINES	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	39	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	A	13	0	1	14.3	35.7	21.4	14.3	7.1	0.0	0.0	0.0	0.0	7.1	9	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	13	0	0	0.0	0.0	61.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	20	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	70.0	13	10	
	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	50.0	21	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	24	0	0	4.2	29.2	33.3	20.8	8.3	4.2	0.0	0.0	0.0	0.0	14	57.9	20	19	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	4.5	22.7	27.3	31.8	13.6	0.0	0.0	0.0	0.0	34	30.0	30	20	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	11.1	0.0	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	17	72.7	18	11	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	10	0	0	0.0	10.0	60.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	17	53.8	18	13	
	BIRMINGHAM	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	
	BOURNEMOUTH	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	11	3	
	BOURNEMOUTH	FREEBIRD AIRLINES	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	9	4	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	15.4	15.4	30.8	15.4	23.1	0.0	0.0	0.0	0.0	32	60.0	17	10	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	7.7	23.1	38.5	15.4	15.4	0.0	0.0	0.0	0.0	35	50.0	25	10	
	BRISTOL	FREEBIRD AIRLINES	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3	
	BRISTOL	FREEBIRD AIRLINES	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	165	100.0	4	4	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	22	0	0	18.2	13.6	13.6	22.7	9.1	13.6	9.1	0.0	0.0	0.0	34	69.2	10	13	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	23	0	0	0.0	0.0	47.8	8.7	17.4	17.4	4.3	4.3	0.0	0.0	41	64.3	17	14	
	BRISTOL	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
	CARDIFF WALES	FREEBIRD 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	
	CARDIFF WALES	FREEBIRD AIRLINES	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	7	0	0	14.3	14.3	42.9	14.3	0.0	0.0	14.3	0.0	0.0	0.0	28	80.0	10	5	

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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 AIRLINES LTD	C D	8	0	0	0.0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	32	80.0	18	5		
CARDIFF WALES	TUI AIRWAYS LTD	C A	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	100.0	1	7			
CARDIFF WALES	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	55.6	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	29	88.9	3	9			
DONCASTER SHEFFIELD	FREEBIRD AIRLINES	C A	3	0	0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	3			
DONCASTER SHEFFIELD	FREEBIRD AIRLINES	C D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
DONCASTER SHEFFIELD	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	5	0.0	0	0			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	8	0	0	25.0	25.0	12.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	6	5			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	11.1	44.4	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	28	20.0	27	5			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	11	0	0	0.0	18.2	36.4	9.1	9.1	18.2	9.1	0.0	0.0	0.0	0.0	36	75.0	7	4			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	22.2	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	34	75.0	11	4			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C 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	10	50.0	15	4			
EAST MIDLANDS INTERNATIONAL	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	80.0	11	5			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0.0	33.3	44.4	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	34	77.8	21	9			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	11.1	66.7	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	29	77.8	23	9			
EDINBURGH	JET2.COM LTD	S A	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
EDINBURGH	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	10	0.0	0	0			
EDINBURGH	TUI AIRWAYS LTD	C A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	33	3			
EDINBURGH	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	31	4			
EXETER	FREEBIRD AIRLINES	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	11	3			
EXETER	FREEBIRD AIRLINES	C D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	29	50.0	19	4			
EXETER	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			
EXETER	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	0	1			
GLASGOW	JET2.COM LTD	S A	9	0	0	0.0	33.3	11.1	0.0	44.4	11.1	0.0	0.0	0.0	0.0	0.0	27	100.0	2	5			
GLASGOW	JET2.COM LTD	S D	9	0	0	0.0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	34	83.3	7	6			
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	40.0	26	15			
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	11	15			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	24	0	0	4.2	20.8	16.7	4.2	33.3	20.8	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0			

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

		Origin/Destinations: D																	MAY 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	9.1	40.9	9.1	27.3	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	9.1	40.9	9.1	27.3	13.6	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	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	20	100.0	0	1
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	12.5	25.0	37.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	66.7	23	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	0	0.0	25.0	25.0	12.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	23	77.8	25	9
	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	92.9	4	14
	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	92.9	4	14
	LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	33.3	11.1	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33	0.0	0	0
	LEEDS BRADFORD	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	77.8	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	LEEDS BRADFORD	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	118	0.0	0	0
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	98	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	0.0	20.0	0.0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	60	50.0	0	1
	GATWICK	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	23	0.0	35	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	0.0	30.8	19.2	11.5	15.4	19.2	0.0	3.8	0.0	0.0	0.0	33	59.3	20	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	0.0	11.1	44.4	29.6	3.7	7.4	3.7	0.0	0.0	0.0	0.0	24	51.9	20	27
	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	72.7	32	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	86.4	26	22
	GATWICK	PEGASUS AIRLINES	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	1
	GATWICK	PEGASUS AIRLINES	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	0.0	86	1
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	45	0	1	10.9	23.9	13.0	15.2	13.0	4.3	8.7	4.3	4.3	0.0	2.2	86	56.3	18	32
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	43	0	1	0.0	2.3	45.5	13.6	9.1	11.4	2.3	9.1	4.5	0.0	2.3	92	81.8	14	33
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	0.0	30.8	7.7	7.7	30.8	15.4	7.7	0.0	0.0	0.0	0.0	37	88.9	8	9
	GATWICK	TUI AIRWAYS LTD	C	D	16	0	0	0.0	12.5	37.5	18.8	6.3	18.8	6.3	0.0	0.0	0.0	0.0	35	88.9	6	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	10.0	30.0	10.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	10.0	19	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	1	0.0	0.0	70.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	7	0.0	0	0
	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	71.4	10	14

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAY 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								
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	71.4	13	14																
LUTON	THOMAS COOK AIRLINES LTD	S	A	8	0	1	0.0	22.2	44.4	0.0	11.1	0.0	11.1	0.0	0.0	0.0	11.1	23	0.0	0	0																	
LUTON	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	25.0	0.0	25.0	37.5	12.5	0.0	0.0	0.0	0.0	62	0.0	0	0																	
LUTON	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	83	0.0	0	0																	
LUTON	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	0.0	0	0																	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	0.0	27.8	16.7	16.7	27.8	11.1	0.0	0.0	0.0	0.0	0.0	27	78.9	9	18																	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	0.0	70.6	11.8	11.8	0.0	5.9	0.0	0.0	0.0	0.0	18	44.4	31	18																	
STANSTED	JET2.COM LTD	S	A	9	0	0	11.1	11.1	44.4	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	34	0.0	0	0																	
STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	10.0	60.0	10.0	0.0	10.0	0.0	10.0	0.0	0.0	0.0	37	0.0	0	0																	
STANSTED	THOMAS COOK AIRLINES LTD	S	A	23	0	0	4.3	21.7	26.1	8.7	13.0	13.0	4.3	4.3	4.3	0.0	0.0	86	88.9	5	18																	
STANSTED	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	4.5	31.8	22.7	13.6	9.1	4.5	4.5	9.1	0.0	0.0	78	77.8	8	18																	
STANSTED	TUI AIRWAYS LTD	C	A	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	32	100.0	3	5																	
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	1	6																	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	0.0	40.9	31.8	4.5	18.2	4.5	0.0	0.0	0.0	0.0	0.0	14	53.8	16	13																	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	9.1	59.1	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	12	69.2	14	13																	
MANCHESTER	FREEBIRD AIRLINES	C	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0																	
MANCHESTER	FREEBIRD AIRLINES	C	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0																	
MANCHESTER	JET2.COM LTD	S	A	14	0	0	42.9	7.1	14.3	0.0	21.4	14.3	0.0	0.0	0.0	0.0	0.0	21	100.0	2	9																	
MANCHESTER	JET2.COM LTD	S	D	14	0	0	0.0	0.0	64.3	14.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	23	77.8	9	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	66.7	20	18																	
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	77.8	9	18																	
MANCHESTER	PEGASUS 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																	
MANCHESTER	PEGASUS AIRLINES	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	45	1																	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	69	0	1	8.6	22.9	20.0	8.6	15.7	18.6	2.9	1.4	0.0	0.0	1.4	34	66.7	23	27																	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	75	0	0	0.0	4.0	46.7	12.0	12.0	17.3	5.3	2.7	0.0	0.0	0.0	42	59.3	25	27																	
MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	15.4	7.7	30.8	15.4	23.1	0.0	0.0	7.7	0.0	0.0	0.0	32	76.9	12	13																	
MANCHESTER	TUI AIRWAYS LTD	C	D	16	0	0	0.0	6.3	62.5	12.5	6.3	6.3	0.0	6.3	0.0	0.0	0.0	28	40.0	18	15																	
NEWCASTLE	FREEBIRD 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	15	0.0	0	0																	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017								
														More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
														0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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 A		9		0		0		0		22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	80.0	6	5		
NEWCASTLE		JET2.COM LTD		S D		10		0		0		0		0.0	0.0	50.0	10.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	9	5		
NEWCASTLE		THOMAS COOK AIRLINES LTD		S A		25		0		1		0		11.5	38.5	19.2	7.7	7.7	7.7	3.8	0.0	0.0	0.0	0.0	0.0	3.8	19	93.8	3	16		
NEWCASTLE		THOMAS COOK AIRLINES LTD		S D		27		0		0		0		0.0	7.4	33.3	33.3	18.5	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	27	94.1	7	17		
NEWCASTLE		TUI AIRWAYS LTD		S A		6		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	6	33.3	20	3		
NEWCASTLE		TUI AIRWAYS LTD		S D		9		0		0		0		0.0	0.0	88.9	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	15	4		
<b>TOTAL DALAMAN</b>						<b>1102</b>		<b>0</b>		<b>8</b>		<b>4.4</b>		<b>15.0</b>	<b>35.4</b>	<b>14.1</b>	<b>14.0</b>	<b>11.1</b>	<b>3.0</b>	<b>1.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>70.2</b>	<b>16</b>	<b>837</b>			
DALLAS/FORT WORTH		HEATHROW		AMERICAN AIRLINES		S A		93		0		0		37.6	28.0	19.4	5.4	5.4	3.2	1.1	0.0	0.0	0.0	0.0	0.0	0.0	9	72.0	22	93		
DALLAS/FORT WORTH		HEATHROW		AMERICAN AIRLINES		S D		93		0		0		0.0	58.1	33.3	5.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	90.3	6	93		
DALLAS/FORT WORTH		HEATHROW		BRITISH AIRWAYS PLC		S A		31		0		0		32.3	41.9	12.9	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	51.6	25	31		
DALLAS/FORT WORTH		HEATHROW		BRITISH AIRWAYS PLC		S D		31		0		0		0.0	9.7	64.5	19.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	71.0	21	31		
DALLAS/FORT WORTH		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	0.0	0.0	0	80.6	10	31		
DALLAS/FORT WORTH		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	0.0	0.0	0	83.9	12	31		
<b>TOTAL DALLAS/FORT WORTH</b>						<b>248</b>		<b>0</b>		<b>0</b>		<b>18.1</b>		<b>38.7</b>	<b>29.4</b>	<b>7.3</b>	<b>4.0</b>	<b>2.0</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>0.0</b>	<b>0.0</b>	<b>7</b>	<b>77.4</b>	<b>15</b>	<b>310</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	0.0	0.0	0	100.0	1	9		
DEAUVILLE		STANSTED		RYANAIR		S D		0		0		0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9		
<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>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>2</b>	<b>18</b>			
DEBRECEN		LUTON		WIZZ AIR		S A		40		0		0		52.5	20.0	7.5	5.0	7.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	94.3	2	35		
DEBRECEN		LUTON		WIZZ AIR		S D		40		0		0		0.0	27.5	40.0	15.0	5.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	74.3	12	35		
<b>TOTAL DEBRECEN</b>						<b>80</b>		<b>0</b>		<b>0</b>		<b>26.3</b>		<b>23.8</b>	<b>23.8</b>	<b>10.0</b>	<b>6.3</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>84.3</b>	<b>7</b>	<b>70</b>			
DELHI		BIRMINGHAM		AIR INDIA		S A		21		0		0		38.1	38.1	9.5	4.8	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	71.0	32	31		
DELHI		BIRMINGHAM		AIR INDIA		S D		14		0		0		0.0	7.1	50.0	7.1	7.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0		
DELHI		HEATHROW		AIR INDIA		S A		62		0		0		41.9	29.0	12.9	6.5	3.2	3.2	1.6	1.6	0.0	0.0	0.0	0.0	0.0	12	77.4	10	62		
DELHI		HEATHROW		AIR INDIA		S D		62		0		0		9.7	45.2	30.6	3.2	4.8	3.2	1.6	1.6	0.0	0.0	0.0	0.0	0.0	13	88.7	6	62		
DELHI		HEATHROW		BRITISH AIRWAYS PLC		S A		62		0		0		27.4	35.5	22.6	8.1	0.0	3.2	1.6	1.6	0.0	0.0	0.0	0.0	0.0	11	85.5	13	62		
DELHI		HEATHROW		BRITISH AIRWAYS PLC		S D		62		0		0		0.0	27.4	53.2	6.5	8.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	88.5	9	61		
DELHI		HEATHROW		JET AIRWAYS		S A		31		0		0		22.6	22.6	19.4	12.9	9.7	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	24	9.7	40	31		
DELHI		HEATHROW		JET AIRWAYS		S D		31		0		0		0.0	45.2	22.6	19.4	3.2	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	18	96.8	4	31		
DELHI		HEATHROW		VIRGIN ATLANTIC AIRWAYS LTD		S A		31		0		0		25.8	29.0	25.8	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.6	16	31		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: D										MAY 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		VIRGIN ATLANTIC AIRWAYS LTD		S	D	31	0	0	0.0	29.0	45.2	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	90.3	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	19	1							
<b>TOTAL DELHI</b>						<b>407</b>	<b>0</b>	<b>0</b>	<b>17.7</b>	<b>32.7</b>	<b>29.0</b>	<b>8.6</b>	<b>5.2</b>	<b>4.9</b>	<b>1.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>78.9</b>	<b>13</b>	<b>403</b>						
DENVER INTERNATIONAL																													
GATWICK		NORWEGIAN AIR UK LTD		S	A	13	0	0	0.0	30.8	7.7	7.7	23.1	7.7	7.7	7.7	0.0	0.0	80	0.0	0	0							
GATWICK		NORWEGIAN AIR UK LTD		S	D	14	0	0	0.0	0.0	21.4	7.1	28.6	28.6	0.0	7.1	7.1	0.0	0.0	89	0.0	0	0						
HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	38.7	29.0	9.7	9.7	0.0	9.7	3.2	0.0	0.0	0.0	16	70.0	13	30							
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	12.9	58.1	9.7	6.5	12.9	0.0	0.0	0.0	0.0	22	66.7	14	30							
HEATHROW		UNITED AIRLINES		S	A	30	0	1	25.8	16.1	29.0	12.9	3.2	6.5	0.0	3.2	0.0	0.0	18	0.0	0	0							
HEATHROW		UNITED AIRLINES		S	D	30	0	1	0.0	48.4	25.8	12.9	3.2	3.2	3.2	0.0	0.0	0.0	14	0.0	0	0							
<b>TOTAL DENVER INTERNATIONAL</b>						<b>149</b>	<b>0</b>	<b>2</b>	<b>13.2</b>	<b>24.5</b>	<b>27.8</b>	<b>10.6</b>	<b>7.3</b>	<b>9.9</b>	<b>2.0</b>	<b>2.0</b>	<b>1.3</b>	<b>0.0</b>	<b>1.3</b>	<b>30</b>	<b>68.3</b>	<b>13</b>	<b>60</b>						
DETROIT																													
HEATHROW		DELTA AIRLINES		S	A	43	0	0	32.6	25.6	30.2	4.7	2.3	4.7	0.0	0.0	0.0	0.0	9	89.7	5	58							
HEATHROW		DELTA AIRLINES		S	D	43	0	0	0.0	58.1	27.9	7.0	4.7	0.0	2.3	0.0	0.0	0.0	8	82.5	5	57							
<b>TOTAL DETROIT</b>						<b>86</b>	<b>0</b>	<b>0</b>	<b>16.3</b>	<b>41.9</b>	<b>29.1</b>	<b>5.8</b>	<b>3.5</b>	<b>2.3</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.1</b>	<b>5</b>	<b>115</b>						
DHAKHA																													
HEATHROW		BIMAN BANGLADESH AIRLINES		S	A	15	0	0	0.0	26.7	20.0	33.3	13.3	6.7	0.0	0.0	0.0	0.0	22	37.5	21	16							
HEATHROW		BIMAN BANGLADESH AIRLINES		S	D	15	0	0	0.0	26.7	40.0	6.7	20.0	6.7	0.0	0.0	0.0	0.0	16	87.5	13	16							
<b>TOTAL DHAKHA</b>						<b>30</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>26.7</b>	<b>30.0</b>	<b>20.0</b>	<b>16.7</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>62.5</b>	<b>17</b>	<b>32</b>							
DINARD																													
EAST MIDLANDS INTERNATIONAL		RYANAIR		S	A	13	0	1	0.0	35.7	28.6	14.3	7.1	0.0	0.0	7.1	0.0	0.0	7.1	26	100.0	1	17						
EAST MIDLANDS INTERNATIONAL		RYANAIR		S	D	13	0	1	0.0	0.0	71.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	7.1	14	100.0	1	17						
STANSTED		RYANAIR		S	A	21	0	1	4.5	22.7	27.3	27.3	13.6	0.0	0.0	0.0	0.0	4.5	15	85.7	8	27							
STANSTED		RYANAIR		S	D	21	0	1	0.0	0.0	68.2	13.6	13.6	0.0	0.0	0.0	0.0	4.5	15	85.2	9	27							
<b>TOTAL DINARD</b>						<b>68</b>	<b>0</b>	<b>4</b>	<b>1.4</b>	<b>13.9</b>	<b>48.6</b>	<b>18.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>17</b>	<b>91.0</b>	<b>6</b>	<b>88</b>						
DOHA HAMAD																													
BIRMINGHAM		QATAR AIRWAYS		S	A	32	0	0	56.3	34.4	6.3	3.1	0.0	0.0	0.0	0.0	0.0	0.0	1	74.2	8	31							
BIRMINGHAM		QATAR AIRWAYS		S	D	32	0	0	0.0	56.3	21.9	6.3	6.3	9.4	0.0	0.0	0.0	0.0	11	83.9	9	31							
CARDIFF WALES		QATAR AIRWAYS		S	A	21	0	1	77.3	18.2	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0	0.0	0	0	0							
CARDIFF WALES		QATAR AIRWAYS		S	D	21	0	1	0.0	68.2	22.7	0.0	4.5	0.0	0.0	0.0	0.0	4.5	3	0.0	0	0							
EDINBURGH		QATAR AIRWAYS		S	A	31	0	0	61.3	35.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.6	7	31							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017								
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	150 m to 165 m late	165 m to 180 m late	180 m to 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EDINBURGH		QATAR AIRWAYS		S D		31 0		0 0		6.5 35.5		41.9 3.2		9.7 3.2		0.0 0.0		0.0 0.0		10 90.3		3 31												
GATWICK		QATAR AIRWAYS		S A		18 0		0 0		16.7 44.4		33.3 5.6		0.0 0.0		0.0 0.0		0.0 0.0		2 0.0		0 0												
GATWICK		QATAR AIRWAYS		S D		18 0		0 0		0.0 5.6		44.4 38.9		5.6 5.6		0.0 0.0		0.0 0.0		18 0.0		0 0												
HEATHROW		BRITISH AIRWAYS PLC		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 75.9		17 29												
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 93.1		4 29												
HEATHROW		QATAR AIRWAYS		S A		186 0		0 0		68.8 19.4		8.1 0.5		1.6 1.6		0.0 0.0		0.0 0.0		2 83.3		7 186												
HEATHROW		QATAR AIRWAYS		S D		186 0		0 0		0.5 38.7		41.4 9.1		7.0 2.7		0.5 0.0		0.0 0.0		11 87.6		6 185												
MANCHESTER		QATAR AIRWAYS		S A		70 0		0 0		54.3 32.9		11.4 1.4		0.0 0.0		0.0 0.0		0.0 0.0		1 81.7		7 71												
MANCHESTER		QATAR AIRWAYS		S D		70 0		0 0		4.3 55.7		30.0 5.7		1.4 2.9		0.0 0.0		0.0 0.0		5 94.4		2 71												
<b>TOTAL DOHA HAMAD</b>						<b>716 0</b>		<b>2 2</b>		<b>31.9 34.7</b>		<b>22.7 4.9</b>		<b>3.3 3.3</b>		<b>2.1 0.1</b>		<b>0.1 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>5 85.3</b>		<b>6 695</b>								
DONCASTER SHEFFIELD																																		
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		22 2												
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		36 2												
JERSEY		FLYBE LTD		S A		31 0		0 0		3.2 58.1		38.7 0.0		0.0 0.0		0.0 0.0		0.0 0.0		2 93.3		13 30												
JERSEY		FLYBE LTD		S D		31 0		0 0		0.0 48.4		45.2 3.2		0.0 0.0		0.0 3.2		0.0 0.0		12 79.3		20 29												
<b>TOTAL DONCASTER SHEFFIELD</b>						<b>62 0</b>		<b>0 0</b>		<b>1.6 53.2</b>		<b>41.9 1.6</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>7 81.0</b>		<b>17 63</b>												
DONEGAL																																		
GLASGOW		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 88.9		11 18												
GLASGOW		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 88.9		11 18												
GLASGOW		LOGANAIR LTD		S A		14 0		1 0		13.3 46.7		26.7 0.0		6.7 0.0		0.0 0.0		6.7 0.0		4 0.0		0 0												
GLASGOW		LOGANAIR LTD		S D		15 0		0 0		0.0 40.0		46.7 13.3		0.0 0.0		0.0 0.0		0.0 0.0		4 0.0		0 0												
<b>TOTAL DONEGAL</b>						<b>29 0</b>		<b>1 1</b>		<b>6.7 43.3</b>		<b>36.7 6.7</b>		<b>3.3 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>4 88.9</b>		<b>11 36</b>												
DORTMUND																																		
LUTON		EASYJET AIRLINE COMPANY LTD		S A		30 0		0 0		10.0 20.0		23.3 10.0		30.0 6.7		0.0 0.0		0.0 0.0		22 83.9		9 31												
LUTON		EASYJET AIRLINE COMPANY LTD		S D		30 0		0 0		0.0 26.7		50.0 3.3		16.7 3.3		0.0 0.0		0.0 0.0		13 80.6		8 31												
STANSTED		RYANAIR		S A		30 0		1 0		3.2 29.0		32.3 6.5		19.4 6.5		0.0 0.0		0.0 3.2		16 87.1		5 31												
STANSTED		RYANAIR		S D		30 0		1 0		0.0 12.9		48.4 16.1		16.1 3.2		0.0 0.0		0.0 3.2		18 93.5		8 31												
<b>TOTAL DORTMUND</b>						<b>120 0</b>		<b>2 2</b>		<b>3.3 22.1</b>		<b>38.5 9.0</b>		<b>20.5 4.9</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>17 86.3</b>		<b>7 124</b>												
DRESDEN																																		
BIRMINGHAM		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		480 1												
BIRMINGHAM		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		0 100.0		1 1												
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		0 100.0		0 1												
<b>TOTAL DRESDEN</b>						<b>0 0</b>		<b>0 0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0 66.7</b>		<b>160 3</b>												

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
DUBAI	BIRMINGHAM	EMIRATES	S	A	62	0	0	51.6	25.8	17.7	1.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	78.3	10	69
	BIRMINGHAM	EMIRATES	S	D	62	0	0	4.8	45.2	30.6	11.3	8.1	0.0	0.0	0.0	0.0	0.0	0.0	8	81.2	15	69
	GLASGOW	EMIRATES	S	A	62	0	0	24.2	45.2	24.2	4.8	0.0	1.6	0.0	0.0	0.0	0.0	0.0	3	82.3	8	62
	GLASGOW	EMIRATES	S	D	62	0	0	1.6	56.5	30.6	1.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	7	85.5	9	62
	GATWICK	EMIRATES	S	A	93	0	0	32.3	32.3	25.8	5.4	2.2	1.1	1.1	0.0	0.0	0.0	0.0	6	77.4	8	93
	GATWICK	EMIRATES	S	D	92	0	0	0.0	40.2	43.5	7.6	6.5	1.1	1.1	0.0	0.0	0.0	0.0	9	91.4	4	93
	HEATHROW	BRITISH AIRWAYS PLC	S	A	72	0	0	37.5	37.5	22.2	0.0	1.4	1.4	0.0	0.0	0.0	0.0	0.0	3	93.7	6	79
	HEATHROW	BRITISH AIRWAYS PLC	S	D	72	0	0	0.0	15.3	59.7	18.1	4.2	2.8	0.0	0.0	0.0	0.0	0.0	12	91.0	8	78
	HEATHROW	EMIRATES	S	A	165	0	0	15.8	37.0	32.7	9.7	3.6	1.2	0.0	0.0	0.0	0.0	0.0	7	56.5	16	186
	HEATHROW	EMIRATES	S	D	164	0	0	0.6	36.6	40.9	12.2	6.7	3.0	0.0	0.0	0.0	0.0	0.0	11	85.3	10	184
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	1	65.6	18.8	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	3.1	3	69.0	15	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	1	0.0	48.4	32.3	9.7	3.2	3.2	0.0	0.0	0.0	0.0	3.2	8	96.4	2	28
	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	7	1
	MANCHESTER	EMIRATES	S	A	93	0	0	39.8	37.6	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.9	7	93
	MANCHESTER	EMIRATES	S	D	91	0	1	1.1	45.7	39.1	8.7	4.3	0.0	0.0	0.0	0.0	0.0	1.1	5	87.1	6	93
	NEWCASTLE	EMIRATES	S	A	31	0	0	35.5	45.2	6.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	4	31
	NEWCASTLE	EMIRATES	S	D	31	0	0	0.0	16.1	58.1	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	8	30
<b>TOTAL DUBAI</b>					<b>1213</b>	<b>0</b>	<b>3</b>	<b>16.9</b>	<b>37.0</b>	<b>32.4</b>	<b>8.1</b>	<b>3.9</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7</b>	<b>81.3</b>	<b>9</b>	<b>1280</b>
DUBLIN	ABERDEEN	AER LINGUS	S	A	43	0	0	16.3	41.9	20.9	4.7	11.6	2.3	2.3	0.0	0.0	0.0	12	72.9	15	48	
	ABERDEEN	AER LINGUS	S	D	43	0	0	2.3	60.5	16.3	11.6	4.7	2.3	2.3	0.0	0.0	0.0	11	83.3	8	48	
	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	0	1	
	BIRMINGHAM	AER LINGUS	S	A	88	0	1	6.7	29.2	28.1	12.4	11.2	9.0	2.2	0.0	0.0	1.1	20	82.4	7	85	
	BIRMINGHAM	AER LINGUS	S	D	88	0	1	0.0	18.0	36.0	16.9	15.7	10.1	2.2	0.0	0.0	1.1	26	72.9	12	85	
	BIRMINGHAM	RYANAIR	S	A	165	0	0	7.3	43.0	33.3	7.9	6.1	2.4	0.0	0.0	0.0	0.0	8	88.0	6	166	
	BIRMINGHAM	RYANAIR	S	D	164	0	0	0.6	11.6	55.5	16.5	9.1	4.3	0.0	1.2	1.2	0.0	0.0	26	69.7	15	165
	BIRMINGHAM	STOBART AIR	S	A	39	0	0	7.7	38.5	33.3	10.3	10.3	0.0	0.0	0.0	0.0	0.0	9	94.9	3	39	
	BIRMINGHAM	STOBART AIR	S	D	39	0	0	0.0	20.5	56.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	15	92.3	5	39
	BRISTOL	RYANAIR	S	A	84	0	0	1.2	39.3	42.9	7.1	8.3	1.2	0.0	0.0	0.0	0.0	9	84.7	7	85	
	BRISTOL	RYANAIR	S	D	83	0	1	1.2	13.1	56.0	15.5	10.7	1.2	0.0	1.2	0.0	0.0	1.2	16	65.9	17	85
	BRISTOL	STOBART AIR	S	A	91	0	1	2.2	20.7	51.1	14.1	5.4	3.3	1.1	1.1	0.0	0.0	1.1	17	77.5	12	102
	BRISTOL	STOBART AIR	S	D	91	0	1	1.1	23.9	48.9	14.1	4.3	4.3	1.1	1.1	0.0	0.0	1.1	16	81.4	9	102
	CARDIFF WALES	AURIGNY AIR SERVICES	C	A	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	79	0.0	0	0

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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									
CARDIFF WALES	AURIGNY AIR SERVICES	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		
CARDIFF WALES	FLYBE LTD	S	A	66	0	1	4.5	26.9	31.3	11.9	7.5	11.9	3.0	1.5	0.0	0.0	1.5	26	84.5	10	58		
CARDIFF WALES	FLYBE LTD	S	D	66	0	1	0.0	25.4	41.8	10.4	6.0	11.9	1.5	1.5	0.0	0.0	1.5	22	91.4	7	58		
CARDIFF WALES	STOBART 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	9	1		
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		
DONCASTER SHEFFIELD	FLYBE LTD	S	A	31	0	0	0.0	19.4	51.6	22.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	11	74.2	17	30		
DONCASTER SHEFFIELD	FLYBE LTD	S	D	31	0	0	0.0	74.2	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.9	12	30		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	59	0	0	5.1	33.9	37.3	10.2	8.5	3.4	1.7	0.0	0.0	0.0	0.0	14	87.9	4	58		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	59	0	0	0.0	27.1	44.1	13.6	5.1	8.5	0.0	1.7	0.0	0.0	0.0	18	86.2	6	58		
EDINBURGH	AER LINGUS	S	A	188	0	0	4.8	28.7	37.2	15.4	11.7	1.6	0.0	0.0	0.5	0.0	0.0	14	86.2	7	196		
EDINBURGH	AER LINGUS	S	D	188	0	0	0.5	26.6	35.1	20.2	12.8	3.2	0.0	1.1	0.5	0.0	0.0	20	80.1	9	195		
EDINBURGH	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		
EDINBURGH	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	8	1		
EDINBURGH	RYANAIR	S	A	101	0	0	10.9	36.6	26.7	16.8	5.0	4.0	0.0	0.0	0.0	0.0	0.0	11	84.6	6	104		
EDINBURGH	RYANAIR	S	D	101	0	0	0.0	28.7	31.7	21.8	13.9	3.0	1.0	0.0	0.0	0.0	0.0	17	73.1	11	104		
EXETER	FLYBE LTD	S	A	30	0	0	36.7	20.0	16.7	6.7	10.0	0.0	10.0	0.0	0.0	0.0	0.0	20	71.0	9	31		
EXETER	FLYBE LTD	S	D	31	0	0	0.0	48.4	22.6	12.9	3.2	3.2	9.7	0.0	0.0	0.0	0.0	22	93.5	2	31		
GLASGOW	AER LINGUS	S	A	134	0	0	9.7	32.1	32.8	12.7	8.2	3.0	1.5	0.0	0.0	0.0	0.0	13	87.7	6	138		
GLASGOW	AER LINGUS	S	D	134	0	0	3.0	28.4	35.1	19.4	9.7	3.0	1.5	0.0	0.0	0.0	0.0	15	84.8	7	138		
GLASGOW	AIR TRANSAT	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		
GLASGOW	RYANAIR	S	A	89	0	0	6.7	43.8	30.3	7.9	7.9	3.4	0.0	0.0	0.0	0.0	0.0	10	92.1	4	89		
GLASGOW	RYANAIR	S	D	89	0	0	0.0	19.1	50.6	14.6	7.9	7.9	0.0	0.0	0.0	0.0	0.0	15	85.4	8	89		
ISLE OF MAN	AER LINGUS	S	A	54	0	0	13.0	48.1	16.7	11.1	3.7	5.6	1.9	0.0	0.0	0.0	0.0	11	0.0	0	0		
ISLE OF MAN	AER LINGUS	S	D	54	0	0	5.6	50.0	25.9	7.4	5.6	5.6	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
JERSEY	STOBART AIR	S	A	17	0	0	0.0	35.3	41.2	11.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	17	52.9	53	17		
JERSEY	STOBART AIR	S	D	17	0	0	0.0	11.8	47.1	17.6	17.6	0.0	5.9	0.0	0.0	0.0	0.0	24	27.8	59	18		
LEEDS BRADFORD	AER LINGUS	S	A	58	0	0	12.1	41.4	24.1	6.9	8.6	6.9	0.0	0.0	0.0	0.0	0.0	12	94.8	3	58		
LEEDS BRADFORD	AER LINGUS	S	D	58	0	0	1.7	43.1	29.3	6.9	13.8	5.2	0.0	0.0	0.0	0.0	0.0	13	93.1	4	58		
LEEDS BRADFORD	RYANAIR	S	A	62	0	0	1.6	43.5	30.6	11.3	6.5	4.8	1.6	0.0	0.0	0.0	0.0	13	91.9	7	62		
LEEDS BRADFORD	RYANAIR	S	D	62	0	0	0.0	32.3	48.4	8.1	3.2	4.8	1.6	1.6	0.0	0.0	0.0	16	95.2	4	62		
LEEDS BRADFORD	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		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	105	0	0	1.0	36.2	36.2	10.5	10.5	3.8	1.0	1.0	0.0	0.0	0.0	15	84.9	7	106		

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	105	0	0	1.0	28.6	46.7	9.5	6.7	5.7	1.9	0.0	0.0	0.0	0.0	14	86.8	5	106
GATWICK	AER LINGUS	S	A	145	0	3	12.8	33.1	29.1	12.8	8.1	1.4	0.7	0.0	0.0	0.0	2.0	10	68.5	13	146
GATWICK	AER LINGUS	S	D	144	0	3	2.0	34.0	30.6	13.6	9.5	7.5	0.0	0.7	0.0	0.0	2.0	17	61.0	17	146
GATWICK	RYANAIR	S	A	213	0	0	15.0	30.0	23.9	16.9	5.6	8.0	0.5	0.0	0.0	0.0	0.0	15	80.3	8	213
GATWICK	RYANAIR	S	D	213	0	0	0.0	20.2	38.5	18.8	12.7	6.1	3.3	0.5	0.0	0.0	0.0	23	67.1	14	213
HEATHROW	AER LINGUS	S	A	389	0	13	11.2	35.1	25.6	10.0	9.7	4.2	0.5	0.5	0.0	0.0	3.2	14	86.2	6	419
HEATHROW	AER LINGUS	S	D	388	0	13	1.2	49.4	24.2	7.0	10.0	3.2	1.0	0.7	0.0	0.0	3.2	13	87.7	5	416
HEATHROW	BRITISH AIRWAYS PLC	S	A	235	0	0	6.4	37.4	27.2	14.0	10.6	3.8	0.4	0.0	0.0	0.0	0.0	13	79.1	14	230
HEATHROW	BRITISH AIRWAYS PLC	S	D	235	0	0	0.0	39.1	42.6	9.4	6.4	2.6	0.0	0.0	0.0	0.0	0.0	9	81.7	12	230
LONDON CITY	BA CITYFLYER LTD	S	A	152	0	1	0.7	24.2	33.3	19.0	13.7	6.5	1.3	0.7	0.0	0.0	0.7	21	77.9	9	131
LONDON CITY	BA CITYFLYER LTD	S	D	151	0	3	0.0	37.7	27.9	16.2	11.0	4.5	0.6	0.0	0.0	0.0	1.9	14	75.6	12	131
LONDON CITY	CITY JET	S	A	154	0	4	8.2	22.2	27.2	15.2	13.9	7.0	3.2	0.6	0.0	0.0	2.5	23	89.5	8	171
LONDON CITY	CITY JET	S	D	150	0	9	0.0	20.1	28.3	17.6	15.1	8.8	2.5	1.9	0.0	0.0	5.7	29	67.4	13	175
LONDON CITY	KLM	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	9	3
LUTON	RYANAIR	S	A	94	0	0	8.5	45.7	24.5	10.6	6.4	3.2	1.1	0.0	0.0	0.0	0.0	11	92.5	4	93
LUTON	RYANAIR	S	D	94	0	0	0.0	19.1	55.3	12.8	6.4	2.1	1.1	3.2	0.0	0.0	0.0	19	87.1	10	93
STANSTED	RYANAIR	S	A	228	0	6	1.7	17.5	33.8	18.8	15.0	7.3	1.7	1.3	0.4	0.0	2.6	27	81.1	9	222
STANSTED	RYANAIR	S	D	229	0	6	0.0	8.9	40.4	16.6	20.9	6.0	2.1	2.1	0.4	0.0	2.6	30	80.2	10	222
MANCHESTER	AER LINGUS	S	A	151	0	0	4.0	41.1	35.8	7.3	7.9	2.6	1.3	0.0	0.0	0.0	0.0	11	90.7	4	151
MANCHESTER	AER LINGUS	S	D	151	0	0	1.3	36.4	40.4	7.9	8.6	4.0	1.3	0.0	0.0	0.0	0.0	13	85.4	7	151
MANCHESTER	AIR FRANCE	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
MANCHESTER	BRITISH AIRWAYS PLC	S	A	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
MANCHESTER	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
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	100.0	5	1
MANCHESTER	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
MANCHESTER	RYANAIR	S	A	163	0	0	6.7	32.5	36.8	10.4	7.4	5.5	0.0	0.6	0.0	0.0	0.0	14	90.9	6	164
MANCHESTER	RYANAIR	S	D	163	0	0	0.0	16.6	43.6	16.6	14.7	4.3	0.6	3.7	0.0	0.0	0.0	27	75.0	12	164
NEWCASTLE	AER LINGUS	S	A	31	0	0	6.5	45.2	41.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	93.0	3	71
NEWCASTLE	AER LINGUS	S	D	31	0	0	0.0	35.5	45.2	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	95.8	3	71
NEWCASTLE	RYANAIR	S	A	58	0	0	10.3	44.8	20.7	8.6	10.3	3.4	1.7	0.0	0.0	0.0	0.0	14	93.1	3	58
NEWCASTLE	RYANAIR	S	D	58	0	0	0.0	31.0	41.4	10.3	10.3	5.2	1.7	0.0	0.0	0.0	0.0	17	84.5	7	58
SOUTHAMPTON	FLYBE LTD	S	A	115	0	1	6.0	25.9	31.0	19.0	10.3	5.2	0.9	0.9	0.0	0.0	0.9	19	87.0	6	92
SOUTHAMPTON	FLYBE LTD	S	D	115	0	1	0.0	12.1	64.7	11.2	6.9	3.4	0.0	0.9	0.0	0.0	0.9	12	85.9	7	92
SOUTHEND	CITY JET	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

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	
	SOUTHEND	STOBART AIR	S	A	74	0	1	0.0	8.0	29.3	28.0	9.3	13.3	1.3	2.7	6.7	0.0	1.3	133	0.0	0	0	
	SOUTHEND	STOBART AIR	S	D	75	0	0	4.0	38.7	29.3	9.3	9.3	6.7	1.3	1.3	0.0	0.0	0.0	19	0.0	0	0	
<b>TOTAL DUBLIN</b>					<b>7419</b>	<b>0</b>	<b>71</b>	<b>4.0</b>	<b>30.7</b>	<b>34.8</b>	<b>13.2</b>	<b>9.8</b>	<b>4.7</b>	<b>1.1</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.9</b>	<b>18</b>	<b>82.1</b>	<b>9</b>	<b>7277</b>	
DUBROVNIK																							
	BELFAST INTERNATIONAL	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	40.0	16	5	
	BELFAST INTERNATIONAL	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	5	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	4	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	4	
	BIRMINGHAM	JET2.COM 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	23	0.0	0	0	
	BIRMINGHAM	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	20	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	76.9	17	13	
	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	53.8	23	13	
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	8	0	0	0.0	25.0	37.5	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	25	71.4	12	7	
	BIRMINGHAM	TUI AIRWAYS LTD	S	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	7	8	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	33.3	11.1	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	31	55.6	19	9	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	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	0.0	33	33.3	25	9	
	BRISTOL	TUI AIRWAYS LTD	S	A	7	0	0	0.0	57.1	14.3	0.0	0.0	14.3	14.3	0.0	0.0	0.0	0.0	29	50.0	18	4	
	BRISTOL	TUI AIRWAYS LTD	S	D	8	0	0	0.0	12.5	62.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	21	75.0	9	4	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	6	4	
	DONCASTER SHEFFIELD	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	0	75.0	10	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	44.4	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	5	9	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	34	0.0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	55.6	22.2	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	24	92.3	5	13	
	EDINBURGH	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	92.3	4	13	
	EDINBURGH	JET2.COM LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	14	5	
	EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	13	5	

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)
GLASGOW	JET2.COM LTD	S A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	4
GLASGOW	JET2.COM LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	4
GLASGOW	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	0.0	2	75.0	108	4
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	119	4
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	8
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	1	8
GATWICK	BRITISH AIRWAYS PLC	S A	43	0	0	30.2	34.9	11.6	2.3	14.0	2.3	4.7	0.0	0.0	0.0	0.0	0.0	16	92.3	12	39
GATWICK	BRITISH AIRWAYS PLC	S D	43	0	0	0.0	34.9	51.2	2.3	7.0	2.3	2.3	0.0	0.0	0.0	0.0	0.0	11	100.0	3	39
GATWICK	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	100.0	0	1
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	32	0	0	9.4	18.8	34.4	15.6	12.5	3.1	3.1	3.1	0.0	0.0	0.0	0.0	26	62.5	22	32
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	32	0	0	0.0	25.0	50.0	6.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	12	32
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	95.7	8	23
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	91.3	9	23
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	10	9
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	4	88.9	7	9
GATWICK	TUI AIRWAYS LTD	S A	8	0	0	12.5	25.0	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	6	7
GATWICK	TUI AIRWAYS LTD	S D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	7	8
LUTON	EASYJET AIRLINE COMPANY LTD	S A	11	0	0	27.3	36.4	0.0	9.1	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	21	90.9	6	11
LUTON	EASYJET AIRLINE COMPANY LTD	S D	12	0	0	0.0	16.7	58.3	8.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	20	90.9	11	11
STANSTED	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	0.0	0	0.0	33	1
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	27	0	0	3.7	22.2	33.3	18.5	14.8	0.0	7.4	0.0	0.0	0.0	0.0	0.0	26	91.3	6	23
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	27	0	0	0.0	25.9	63.0	0.0	3.7	3.7	3.7	0.0	0.0	0.0	0.0	0.0	16	91.3	3	23
STANSTED	JET2.COM LTD	S A	17	0	1	5.6	16.7	22.2	22.2	16.7	5.6	0.0	5.6	0.0	0.0	0.0	5.6	35	70.0	13	10
STANSTED	JET2.COM LTD	S D	17	0	1	0.0	22.2	55.6	5.6	5.6	0.0	0.0	5.6	0.0	0.0	0.0	5.6	21	80.0	10	10
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	8	0	0	0.0	12.5	37.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0
MANCHESTER	JET2.COM LTD	S A	14	0	0	28.6	35.7	14.3	7.1	0.0	7.1	0.0	7.1	0.0	0.0	0.0	0.0	31	92.3	6	13
MANCHESTER	JET2.COM LTD	S D	14	0	0	0.0	14.3	64.3	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	12
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	77.8	12	9

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	44.4	23	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	6	0	0	0.0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	S	A	8	0	0	12.5	25.0	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	14	7
	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	3	87.5	9	8
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	5
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	4	5
	NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
	NEWCASTLE	TUI AIRWAYS 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	35	0.0	0	0
	SOUTHEND	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	20.0	23	4
	SOUTHEND	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	60.0	12	4
	SOUTHEND	STOBART AIR	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	0	0
	SOUTHEND	STOBART AIR	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	23	0.0	0	0
<b>TOTAL DUBROVNIK</b>					<b>554</b>	<b>0</b>	<b>2</b>	<b>6.8</b>	<b>29.3</b>	<b>41.2</b>	<b>8.5</b>	<b>7.6</b>	<b>3.4</b>	<b>2.0</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>82.7</b>	<b>11</b>	<b>566</b>
DUNDEE																						
	STANSTED	LOGANAIR LTD	S	A	50	0	0	12.0	28.0	34.0	16.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10	76.0	15	50
	STANSTED	LOGANAIR LTD	S	D	50	0	0	0.0	38.0	30.0	12.0	18.0	2.0	0.0	0.0	0.0	0.0	0.0	14	86.0	11	50
<b>TOTAL DUNDEE</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>33.0</b>	<b>32.0</b>	<b>14.0</b>	<b>14.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>81.0</b>	<b>13</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	0.0	0	90.6	3	53
	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	94.3	4	53
	ABERDEEN	FLYBE LTD	S	A	55	0	8	9.5	41.3	19.0	4.8	3.2	4.8	4.8	0.0	0.0	0.0	12.7	16	0.0	0	0
	ABERDEEN	FLYBE LTD	S	D	58	0	7	0.0	20.0	50.8	7.7	4.6	3.1	3.1	0.0	0.0	0.0	10.8	16	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	48	1
	JERSEY	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	6	100.0	4	2
	JERSEY	FLYBE 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	18	2
	LEEDS BRADFORD	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
	SOUTHAMPTON	MALETH AERO	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1
	SOUTHAMPTON	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
<b>TOTAL DURHAM TEES VALLEY</b>					<b>118</b>	<b>0</b>	<b>15</b>	<b>4.5</b>	<b>30.1</b>	<b>36.1</b>	<b>6.8</b>	<b>3.8</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.3</b>	<b>16</b>	<b>90.3</b>	<b>5</b>	<b>113</b>
DUSSELDORF																						
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	69	0	4	12.3	41.1	15.1	5.5	12.3	4.1	1.4	2.7	0.0	0.0	5.5	20	75.0	9	47
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	69	0	4	0.0	27.4	38.4	5.5	15.1	4.1	0.0	4.1	0.0	0.0	5.5	24	70.8	12	47



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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)
BIRMINGHAM	FLYBE LTD	S A	103	0	2	7.6	50.5	18.1	5.7	8.6	1.9	3.8	1.9	0.0	0.0	1.9	17	73.2	11	125	
BIRMINGHAM	FLYBE LTD	S D	104	0	1	0.0	23.8	49.5	9.5	8.6	4.8	1.0	1.9	0.0	0.0	1.0	19	67.2	15	125	
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	0.0	0	79.2	11	24	
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	0.0	0	66.7	14	24	
BIRMINGHAM	LUFTHANSA	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	BMI REGIONAL	S A	21	0	7	10.7	14.3	21.4	10.7	10.7	7.1	0.0	0.0	0.0	0.0	25.0	18	48.8	26	35	
BRISTOL	BMI REGIONAL	S D	21	0	7	0.0	3.6	28.6	14.3	21.4	7.1	0.0	0.0	0.0	0.0	25.0	24	45.0	29	36	
CARDIFF WALES	FLYBE 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	0	100.0	6	4	
CARDIFF WALES	FLYBE LTD	S D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	4	
EDINBURGH	EUROWINGS LUFTVERKEHRS	S A	13	0	0	7.7	30.8	30.8	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	19	77.8	8	9	
EDINBURGH	EUROWINGS LUFTVERKEHRS	S D	13	0	0	0.0	15.4	38.5	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	25	66.7	14	9	
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	75.0	20	4	
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	50.0	69	4	
GLASGOW	EUROWINGS LUFTVERKEHRS	S A	26	0	0	38.5	50.0	3.8	0.0	3.8	3.8	0.0	0.0	0.0	0.0	0.0	5	72.7	15	22	
GLASGOW	EUROWINGS LUFTVERKEHRS	S D	26	0	0	0.0	61.5	23.1	7.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	8	63.6	15	22	
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	40.0	55	5	
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	40.0	54	5	
JERSEY	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	0.0	58	2	
JERSEY	EUROWINGS LUFTVERKEHRS	S A	9	0	0	11.1	22.2	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
JERSEY	EUROWINGS LUFTVERKEHRS	S D	9	0	0	11.1	11.1	22.2	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
JERSEY	FLYBE 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	2	0.0	0	0	
JERSEY	FLYBE 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	7	0.0	0	0	
JERSEY	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	19	4	
JERSEY	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	62	4	
JERSEY	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	7	4	
JERSEY	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	75.0	10	4	
LEEDS BRADFORD	FLYBE LTD	S A	26	0	1	25.9	66.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3.7	1	0.0	0	0	
LEEDS BRADFORD	FLYBE LTD	S D	25	0	2	0.0	51.9	33.3	3.7	0.0	3.7	0.0	0.0	0.0	0.0	7.4	5	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	81.5	5	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	92.6	4	27	
HEATHROW	BRITISH AIRWAYS PLC	S A	168	0	4	22.1	51.2	14.5	3.5	3.5	1.2	1.2	0.6	0.0	0.0	2.3	8	85.4	6	171	

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

Origin/Destinations: D

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	BRITISH AIRWAYS PLC	S	D	169	0	3	0.0	44.8	39.5	7.0	4.1	1.7	1.2	0.0	0.0	0.0	1.7	9	84.9	8	172	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	109	0	12	7.4	37.2	24.8	5.8	8.3	5.0	1.7	0.0	0.0	0.0	9.9	14	73.2	13	112	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	109	0	12	0.0	19.8	43.0	10.7	7.4	7.4	1.7	0.0	0.0	0.0	9.9	18	68.8	15	112	
	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	66.7	11	9		
	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	88.9	5	9		
	LONDON CITY	BA CITYFLYER LTD	S	A	81	0	4	8.2	49.4	18.8	5.9	4.7	4.7	3.5	0.0	0.0	0.0	4.7	13	94.2	5	69	
	LONDON CITY	BA CITYFLYER LTD	S	D	82	0	4	0.0	47.7	25.6	5.8	5.8	7.0	3.5	0.0	0.0	0.0	4.7	16	81.2	11	69	
	LONDON CITY	FLYBE LTD	S	A	68	0	3	14.1	47.9	18.3	7.0	2.8	5.6	0.0	0.0	0.0	0.0	4.2	10	89.3	12	75	
	LONDON CITY	FLYBE LTD	S	D	68	0	3	0.0	39.4	29.6	8.5	9.9	5.6	2.8	0.0	0.0	0.0	4.2	17	73.3	13	75	
	LONDON CITY	SUN AIR OF SCANDINAVIA	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	239	0.0	0	0	
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	75	0	3	5.1	21.8	43.6	14.1	6.4	3.8	1.3	0.0	0.0	0.0	3.8	15	59.3	18	54	
	MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	75	0	3	0.0	15.4	39.7	17.9	14.1	5.1	2.6	1.3	0.0	0.0	3.8	24	53.7	18	54	
	MANCHESTER	FLYBE LTD	S	A	77	0	1	12.8	50.0	20.5	9.0	1.3	2.6	2.6	0.0	0.0	0.0	1.3	9	76.9	11	77	
	MANCHESTER	FLYBE LTD	S	D	78	0	1	0.0	15.2	57.0	17.7	5.1	2.5	1.3	0.0	0.0	0.0	1.3	14	76.9	12	78	
	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	88.9	8	18		
	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	83.3	8	18		
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	27	0	0	22.2	37.0	22.2	11.1	7.4	0.0	0.0	0.0	0.0	0.0	8	70.6	11	17		
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	27	0	0	0.0	18.5	55.6	18.5	3.7	3.7	0.0	0.0	0.0	0.0	12	70.6	12	17		
	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	80.0	11	10		
	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	80.0	9	10		
	SOUTHAMPTON	FLYBE LTD	S	A	25	0	2	22.2	33.3	18.5	18.5	0.0	0.0	0.0	0.0	0.0	7.4	5	77.8	9	27		
	SOUTHAMPTON	FLYBE LTD	S	D	25	0	2	0.0	22.2	37.0	18.5	14.8	0.0	0.0	0.0	0.0	7.4	11	66.7	18	27		
<b>TOTAL DUSSELDORF</b>					<b>1815</b>	<b>0</b>	<b>85</b>	<b>7.0</b>	<b>36.7</b>	<b>30.1</b>	<b>8.6</b>	<b>7.1</b>	<b>3.9</b>	<b>1.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>14</b>	<b>74.7</b>	<b>12</b>	<b>1903</b>	

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	108	0	1	7.3	56.9	25.7	4.6	4.6	0.0	0.0	0.0	0.0	0.0	0.9	5	93.6	5	110	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	109	0	1	0.0	48.2	40.9	6.4	1.8	1.8	0.0	0.0	0.0	0.0	0.9	4	95.5	4	111	
	BELFAST 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	
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	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	0	1	
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
	DONCASTER SHEFFIELD	BH 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	100.0	10	1	
	EDINBURGH	FLYBE LTD	S	A	79	0	0	7.6	50.6	22.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	83.3	10	78	
	EDINBURGH	FLYBE LTD	S	D	79	0	0	0.0	40.5	41.8	5.1	6.3	6.3	0.0	0.0	0.0	0.0	0.0	11	83.3	9	78	
	GLASGOW	FLYBE LTD	S	A	72	0	1	2.7	63.0	21.9	2.7	1.4	4.1	2.7	0.0	0.0	0.0	1.4	10	87.2	8	78	
	GLASGOW	FLYBE LTD	S	D	73	0	0	0.0	47.9	41.1	2.7	1.4	5.5	0.0	1.4	0.0	0.0	0.0	9	91.0	6	78	
	JERSEY	FLYBE LTD	S	A	31	0	0	3.2	41.9	38.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	80.0	10	30	
	JERSEY	FLYBE LTD	S	D	31	0	0	3.2	61.3	25.8	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	86.7	14	30	
	STANSTED	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	53	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	100.0	0	1	
	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	0.0	18	1	
<b>TOTAL EAST MIDLANDS INTERNATIONAL</b>					<b>586</b>	<b>0</b>	<b>3</b>	<b>3.2</b>	<b>51.1</b>	<b>32.3</b>	<b>4.8</b>	<b>4.1</b>	<b>3.6</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>8</b>	<b>89.0</b>	<b>7</b>	<b>599</b>	
EDINBURGH	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	113	0	0	10.6	45.1	33.6	5.3	2.7	2.7	0.0	0.0	0.0	0.0	0.0	6	88.2	7	136	
EDINBURGH	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	113	0	2	0.0	42.6	47.8	1.7	4.3	0.0	1.7	0.0	0.0	0.0	1.7	6	89.0	6	136	
EDINBURGH	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	3.8	36.5	39.4	6.7	6.7	5.8	0.0	1.0	0.0	0.0	0.0	13	77.3	10	88	
EDINBURGH	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	0.0	17.3	56.7	13.5	5.8	5.8	0.0	1.0	0.0	0.0	0.0	15	75.0	11	88	
EDINBURGH	BELFAST INTERNATIONAL	FLYBE 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	0	0	
EDINBURGH	BIRMINGHAM	FLYBE LTD	S	A	189	0	0	3.7	40.2	33.9	9.5	6.3	4.2	1.1	1.1	0.0	0.0	0.0	14	78.7	11	188	
EDINBURGH	BIRMINGHAM	FLYBE LTD	S	D	191	0	1	0.5	18.2	49.5	14.6	8.3	5.2	2.6	0.5	0.0	0.0	0.5	19	71.8	15	188	
EDINBURGH	BRISTOL	AERO4M	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1		
EDINBURGH	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	134	1		
EDINBURGH	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	109	0	1	7.3	30.9	31.8	14.5	9.1	3.6	1.8	0.0	0.0	0.0	0.9	15	82.9	10	111	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017						
																More than 15 m early	15 m to 30 m early	30 m to 45 m late	45 m to 60 m late	60 m to 75 m late	75 m to 90 m late	90 m to 105 m late	105 m to 120 m late	120 m to 135 m late	135 m to 150 m late	More than 150 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																15 m early	to 30 m early	to 45 m late	to 60 m late	to 75 m late	to 90 m late	to 105 m late	to 120 m late	to 135 m late	to 150 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	109	0	1	1.8	29.1	39.1	14.5	10.0	2.7	0.9	0.9	0.0	0.0	0.9	15	82.0	9	111											
CARDIFF WALES	FLYBE LTD	S	A	57	0	1	0.0	34.5	20.7	17.2	6.9	12.1	5.2	1.7	0.0	0.0	1.7	30	79.6	18	54											
CARDIFF WALES	FLYBE LTD	S	D	57	0	1	0.0	27.6	44.8	3.4	8.6	8.6	5.2	0.0	0.0	0.0	1.7	22	77.8	14	54											
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	78	0	0	10.3	55.1	21.8	0.0	7.7	5.1	0.0	0.0	0.0	0.0	0.0	9	83.3	9	78											
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	79	0	0	0.0	32.9	46.8	6.3	7.6	6.3	0.0	0.0	0.0	0.0	0.0	13	82.1	13	78											
EXETER	FLYBE LTD	S	A	31	0	0	3.2	29.0	54.8	6.5	0.0	6.5	0.0	0.0	0.0	0.0	0.0	9	87.1	8	31											
EXETER	FLYBE LTD	S	D	31	0	0	0.0	6.5	67.7	12.9	3.2	9.7	0.0	0.0	0.0	0.0	0.0	18	87.1	7	31											
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	0.0	33	2											
GLASGOW	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	19	0.0	0	0											
ISLE OF MAN	LOGANAIR LTD	S	A	14	0	0	7.1	42.9	28.6	0.0	0.0	14.3	7.1	0.0	0.0	0.0	0.0	23	0.0	0	0											
ISLE OF MAN	LOGANAIR LTD	S	D	14	0	0	7.1	42.9	28.6	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0											
JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	33.3	11.1	0.0	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0											
JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	11.1	22.2	11.1	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0											
JERSEY	FLYBE 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	50.0	15	2											
JERSEY	FLYBE 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	50.0	13	2											
GATWICK	BRITISH AIRWAYS PLC	S	A	104	0	0	23.1	39.4	19.2	10.6	1.9	3.8	1.0	1.0	0.0	0.0	0.0	11	82.5	7	102											
GATWICK	BRITISH AIRWAYS PLC	S	D	104	0	0	0.0	60.6	28.8	3.8	1.9	2.9	1.9	0.0	0.0	0.0	0.0	9	84.5	6	102											
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	126	0	3	15.5	31.8	17.1	11.6	12.4	6.2	1.6	1.6	0.0	0.0	2.3	20	67.7	17	128											
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	126	0	3	0.0	14.0	39.5	18.6	9.3	10.9	3.9	1.6	0.0	0.0	2.3	29	58.1	23	128											
HEATHROW	BRITISH AIRWAYS PLC	S	A	310	0	7	15.8	44.5	22.1	8.8	5.0	0.9	0.3	0.3	0.0	0.0	2.2	7	84.3	9	332											
HEATHROW	BRITISH AIRWAYS PLC	S	D	311	0	6	0.0	37.9	40.1	10.4	6.3	2.2	0.6	0.6	0.0	0.0	1.9	11	84.6	9	332											
HEATHROW	FLYBE LTD	S	A	120	0	0	1.7	50.8	35.0	3.3	5.8	3.3	0.0	0.0	0.0	0.0	0.0	8	94.6	3	112											
HEATHROW	FLYBE LTD	S	D	120	0	0	0.0	47.5	38.3	5.0	4.2	4.2	0.0	0.8	0.0	0.0	0.0	9	90.2	7	112											
LONDON CITY	BA CITYFLYER LTD	S	A	217	0	4	10.9	32.6	28.5	8.6	11.3	5.4	0.5	0.5	0.0	0.0	1.8	15	86.7	5	241											
LONDON CITY	BA CITYFLYER LTD	S	D	216	0	5	0.0	47.1	18.1	13.1	9.5	8.1	0.9	0.9	0.0	0.0	2.3	18	81.2	8	239											
LONDON CITY	FLYBE LTD	S	A	103	0	0	9.7	45.6	20.4	7.8	7.8	7.8	1.0	0.0	0.0	0.0	0.0	15	90.7	6	107											
LONDON CITY	FLYBE LTD	S	D	101	0	3	0.0	24.0	40.4	12.5	7.7	9.6	1.9	1.0	0.0	0.0	2.9	22	81.1	12	106											
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	97	0	0	17.5	36.1	19.6	11.3	7.2	5.2	3.1	0.0	0.0	0.0	0.0	16	70.4	13	98											
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	97	0	0	0.0	40.2	30.9	13.4	9.3	3.1	2.1	1.0	0.0	0.0	0.0	16	66.3	15	98											

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: E		PERCENTAGE OF FLIGHTS LATE											MAY 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)
LUTON	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	10	1	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	111	0	1	11.6	25.0	23.2	13.4	11.6	9.8	1.8	2.7	0.0	0.0	0.9	25	64.9	22	114	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	110	0	2	1.8	29.5	23.2	13.4	13.4	12.5	0.9	2.7	0.9	0.0	1.8	33	64.0	26	114	
STANSTED	RYANAIR	S	A	117	0	0	8.5	15.4	28.2	22.2	16.2	7.7	0.9	0.9	0.0	0.0	0.0	25	80.2	8	116	
STANSTED	RYANAIR	S	D	117	0	0	0.0	4.3	19.7	18.8	33.3	19.7	4.3	0.0	0.0	0.0	0.0	41	68.1	14	116	
MANCHESTER	FLYBE LTD	S	A	101	0	1	0.0	33.3	45.1	10.8	6.9	2.9	0.0	0.0	0.0	0.0	1.0	11	77.4	13	115	
MANCHESTER	FLYBE LTD	S	D	100	0	2	0.0	32.4	48.0	7.8	6.9	2.9	0.0	0.0	0.0	0.0	2.0	9	79.1	12	114	
SOUTHAMPTON	FLYBE LTD	S	A	114	0	0	0.0	48.2	43.0	3.5	2.6	1.8	0.9	0.0	0.0	0.0	0.0	8	82.8	8	169	
SOUTHAMPTON	FLYBE LTD	S	D	113	0	1	0.0	25.4	51.8	13.2	3.5	3.5	1.8	0.0	0.0	0.0	0.9	13	82.2	8	169	
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	8	0.0	0	0	
<b>TOTAL EDINBURGH</b>				<b>4453</b>	<b>0</b>	<b>45</b>	<b>4.9</b>	<b>34.8</b>	<b>33.4</b>	<b>10.5</b>	<b>8.0</b>	<b>5.4</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>16</b>	<b>79.9</b>	<b>11</b>	<b>4645</b>	
EINDHOVEN																						
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	12	0.0	0	0	
BIRMINGHAM	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
EDINBURGH	RYANAIR	S	A	12	0	0	0.0	33.3	33.3	0.0	25.0	0.0	8.3	0.0	0.0	0.0	0.0	23	0.0	0	0	
EDINBURGH	RYANAIR	S	D	12	0	0	0.0	8.3	58.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
STANSTED	RYANAIR	S	A	59	0	3	3.2	30.6	21.0	16.1	11.3	11.3	0.0	1.6	0.0	0.0	4.8	24	93.5	4	62	
STANSTED	RYANAIR	S	D	59	0	3	0.0	1.6	30.6	21.0	22.6	19.4	0.0	0.0	0.0	0.0	4.8	33	79.0	9	62	
MANCHESTER	RYANAIR	S	A	17	0	2	0.0	0.0	36.8	10.5	26.3	10.5	5.3	0.0	0.0	0.0	10.5	38	27.8	34	18	
MANCHESTER	RYANAIR	S	D	17	0	0	0.0	5.9	58.8	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	17	55.6	18	18	
<b>TOTAL EINDHOVEN</b>				<b>178</b>	<b>0</b>	<b>8</b>	<b>1.1</b>	<b>14.0</b>	<b>32.8</b>	<b>16.1</b>	<b>18.3</b>	<b>11.8</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>27</b>	<b>76.3</b>	<b>11</b>	<b>160</b>	
ENFIDHA - HAMMAMET INTL																						
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
BIRMINGHAM	THOMAS COOK AIRLINES 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	36	0.0	0	0	
BIRMINGHAM	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	54	0.0	0	0	
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	27	0.0	0	0	
GLASGOW	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	19	0.0	0	0	
GLASGOW	THOMAS COOK AIRLINES 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	11	0.0	0	0	
GATWICK	THOMAS COOK AIRLINES LTD	S	A	11	0	0	27.3	27.3	18.2	18.2	0.0	9.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
GATWICK	THOMAS COOK AIRLINES LTD	S	D	11	0	0	0.0	27.3	54.5	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
GATWICK	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	14	0.0	0	0	
GATWICK	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	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017												
																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								
STANSTED	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0																
STANSTED	THOMAS COOK AIRLINES LTD	S	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	0.0	18	0.0	0	0																
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	11.1	22.2	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0																
MANCHESTER	THOMAS COOK AIRLINES 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	0.0	29	0.0	0	0																
MANCHESTER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0																
MANCHESTER	TUI AIRWAYS LTD	C	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	0.0	30	0.0	0	0																
NEWCASTLE	THOMAS COOK AIRLINES 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	0.0	26	0.0	0	0																
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0																
<b>TOTAL ENFIDHA - HAMMAMET INTL</b>				<b>111</b>	<b>0</b>	<b>0</b>	<b>5.4</b>	<b>19.8</b>	<b>40.5</b>	<b>12.6</b>	<b>11.7</b>	<b>7.2</b>	<b>2.7</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>0.0</b>	<b>0</b>	<b>0</b>																
ERFURT																																						
JERSEY	BLUE ISLANDS LIMITED	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	371	0.0	0	0																
JERSEY	BLUE ISLANDS LIMITED	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0																
JERSEY	SMALL PLANET AIRLINES GERMANY	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0																
<b>TOTAL ERFURT</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>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>141</b>	<b>0.0</b>	<b>0</b>	<b>0</b>																
ESBJERG																																						
ABERDEEN	BMI REGIONAL	S	A	22	0	0	18.2	40.9	22.7	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	10	79.2	20	24																
ABERDEEN	BMI REGIONAL	S	D	23	0	0	0.0	39.1	47.8	0.0	4.3	8.7	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	18	24																
ABERDEEN	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	0.0	2	0.0	0	0																
<b>TOTAL ESBJERG</b>				<b>46</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>39.1</b>	<b>37.0</b>	<b>4.3</b>	<b>2.2</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>10</b>	<b>81.3</b>	<b>19</b>	<b>48</b>																
ESSAOUIRA																																						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	44.4	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	88.9	4	9																
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	77.8	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	20	77.8	10	9																
<b>TOTAL ESSAOUIRA</b>				<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>22.2</b>	<b>50.0</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>0.0</b>	<b>0.0</b>	<b>18</b>	<b>83.3</b>	<b>7</b>	<b>18</b>																
EXETER																																						
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	31	0	0	6.5	64.5	19.4	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	96.8	1	31																
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	31	0	0	0.0	64.5	29.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.5	5	31																
BIRMINGHAM	FLYBE 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	0.0	96	100.0	0	2																
BIRMINGHAM	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	0.0	3	100.0	2	2																
EDINBURGH	FLYBE LTD	S	A	31	0	0	3.2	22.6	54.8	6.5	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	13	90.3	5	31																
EDINBURGH	FLYBE LTD	S	D	31	0	0	0.0	32.3	58.1	3.2	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	9	83.9	7	31																

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

Origin/Destinations: E

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	FLYBE LTD	S	A	31	0	0	0.0	22.6	51.6	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	10	83.9	6	31	
	GLASGOW	FLYBE LTD	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	8	87.1	5	31		
	JERSEY	FLYBE LTD	S	A	30	0	1	0.0	41.9	41.9	3.2	3.2	6.5	0.0	0.0	0.0	0.0	3.2	11	78.4	11	50	
	JERSEY	FLYBE LTD	S	D	52	0	2	3.7	53.7	24.1	9.3	0.0	5.6	0.0	0.0	0.0	0.0	3.7	8	62.3	22	53	
	LONDON CITY	FLYBE LTD	S	A	30	0	0	16.7	40.0	20.0	10.0	3.3	10.0	0.0	0.0	0.0	0.0	16	89.7	3	29		
	LONDON CITY	FLYBE LTD	S	D	31	0	0	0.0	38.7	38.7	6.5	3.2	6.5	6.5	0.0	0.0	0.0	19	83.9	6	31		
	MANCHESTER	FLYBE LTD	S	A	80	0	1	7.4	63.0	19.8	2.5	1.2	3.7	1.2	0.0	0.0	0.0	1.2	6	90.2	6	112	
	MANCHESTER	FLYBE LTD	S	D	81	0	0	0.0	17.3	64.2	6.2	1.2	9.9	1.2	0.0	0.0	0.0	13	93.8	6	112		
	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	100.0	15	1		
	NEWCASTLE	EASTERN AIRWAYS	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	NEWCASTLE	EASTERN AIRWAYS	S	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	NEWCASTLE	FLYBE LTD	S	A	31	0	0	0.0	51.6	29.0	6.5	6.5	3.2	0.0	3.2	0.0	0.0	15	77.4	11	31		
	NEWCASTLE	FLYBE LTD	S	D	31	0	0	0.0	29.0	38.7	16.1	6.5	6.5	0.0	3.2	0.0	0.0	20	64.5	16	31		
	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	100.0	0	1		
	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	100.0	12	1		
<b>TOTAL EXETER</b>					<b>557</b>	<b>0</b>	<b>4</b>	<b>3.0</b>	<b>41.2</b>	<b>38.3</b>	<b>7.0</b>	<b>3.0</b>	<b>5.5</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>11</b>	<b>85.2</b>	<b>8</b>	<b>642</b>	

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

		Origin/Destinations: F																	MAY 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
FARNBOROUGH	BELFAST INTERNATIONAL	AIR X CHARTER	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	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	0.0	7	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
	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	43	1
	LEEDS BRADFORD	EFS EUROPEAN FLIGHT SERVICE AB	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	54	1
	NEWCASTLE	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	8	0.0	0	0
<b>TOTAL FARNBOROUGH</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>33.3</b>	<b>32</b>	<b>3</b>
FARO	ABERDEEN	RYANAIR	S	A	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	6	100.0	1	9
	ABERDEEN	RYANAIR	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	18	88.9	6	9
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	30	0	1	3.2	38.7	38.7	6.5	3.2	6.5	0.0	0.0	0.0	0.0	3.2	12	96.8	2	31
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	30	0	1	0.0	74.2	16.1	3.2	0.0	3.2	0.0	0.0	0.0	0.0	3.2	5	96.8	3	31
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	44	0	0	0.0	38.6	36.4	6.8	4.5	11.4	0.0	2.3	0.0	0.0	0.0	21	94.4	4	54
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	0.0	6.8	65.9	13.6	6.8	4.5	0.0	2.3	0.0	0.0	0.0	20	92.5	4	53
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	19	0	0	31.6	52.6	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	15
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	19	0	0	0.0	36.8	57.9	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	15
	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	1	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	71	1
	BIRMINGHAM	JET2.COM LTD	S	A	36	0	0	16.7	50.0	19.4	8.3	0.0	2.8	2.8	0.0	0.0	0.0	0.0	10	76.0	9	25
	BIRMINGHAM	JET2.COM LTD	S	D	36	0	0	0.0	19.4	66.7	11.1	0.0	2.8	0.0	0.0	0.0	0.0	0.0	9	80.0	9	25
	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	75.6	11	45
	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	84.4	11	45
	BIRMINGHAM	RYANAIR	S	A	31	0	0	9.7	48.4	29.0	3.2	0.0	3.2	3.2	3.2	0.0	0.0	0.0	18	87.1	10	31
	BIRMINGHAM	RYANAIR	S	D	31	0	0	0.0	12.9	67.7	6.5	3.2	6.5	0.0	3.2	0.0	0.0	0.0	19	71.0	18	31
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	50.0	17	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.7	6	12
	BIRMINGHAM	TUI AIRWAYS LTD	C	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	8	61.5	13	13
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1



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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	100.0	0	1		
BOURNEMOUTH	RYANAIR	S A	17	0	0	5.9	47.1	41.2	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	94.4	2	18		
BOURNEMOUTH	RYANAIR	S D	17	0	0	5.9	5.9	58.8	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	9	18		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	70	0	0	0.0	22.9	37.1	12.9	14.3	8.6	4.3	0.0	0.0	0.0	0.0	0.0	25	76.1	11	71		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	71	0	0	0.0	5.6	43.7	21.1	16.9	9.9	2.8	0.0	0.0	0.0	0.0	0.0	26	70.4	15	71		
BRISTOL	RYANAIR	S A	30	0	1	9.7	35.5	38.7	6.5	3.2	0.0	3.2	0.0	0.0	0.0	0.0	3.2	10	80.6	10	31		
BRISTOL	RYANAIR	S D	30	0	1	0.0	6.5	67.7	19.4	0.0	0.0	3.2	0.0	0.0	0.0	0.0	3.2	13	74.2	11	31		
BRISTOL	TUI AIRWAYS LTD	C A	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	33.3	18	3		
BRISTOL	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	5	4		
CARDIFF WALES	FLYBE LTD	S A	23	0	0	0.0	34.8	26.1	21.7	4.3	0.0	8.7	4.3	0.0	0.0	0.0	0.0	29	70.6	22	17		
CARDIFF WALES	FLYBE LTD	S D	23	0	0	0.0	0.0	56.5	21.7	0.0	13.0	4.3	4.3	0.0	0.0	0.0	0.0	36	70.6	19	17		
CARDIFF WALES	RYANAIR	S A	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9		
CARDIFF WALES	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	0.0	7	100.0	2	9		
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	7	3		
CARDIFF WALES	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4		
DONCASTER SHEFFIELD	FLYBE LTD	S A	14	0	0	0.0	35.7	35.7	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	53.8	35	13		
DONCASTER SHEFFIELD	FLYBE LTD	S D	14	0	0	0.0	0.0	78.6	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	61.5	37	13		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	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	8	83.3	11	6		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C 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	0.0	1	75.0	6	8		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	28	0	0	7.1	32.1	39.3	3.6	14.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	5	27		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	28	0	0	0.0	28.6	50.0	17.9	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	7	26		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	58	0	0	0.0	13.8	48.3	24.1	8.6	3.4	0.0	0.0	1.7	0.0	0.0	0.0	26	66.7	18	57		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	57	0	0	0.0	7.0	71.9	17.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	82.5	8	57		
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	66.7	12	3		
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	75.0	9	4		
EDINBURGH	JET2.COM LTD	S A	25	0	0	4.0	32.0	32.0	16.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	76.2	14	21		
EDINBURGH	JET2.COM LTD	S D	25	0	0	0.0	32.0	60.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	10	21		
EDINBURGH	RYANAIR	S A	17	0	0	5.9	47.1	29.4	11.8	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	14	77.8	11	18		
EDINBURGH	RYANAIR	S D	17	0	0	0.0	23.5	47.1	17.6	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	20	88.9	8	18		
EXETER	FLYBE LTD	S A	9	0	0	11.1	11.1	66.7	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	89	100.0	4	9		
EXETER	FLYBE LTD	S D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	7	9		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	EXETER	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	4	3
	EXETER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	3	8
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	3	9
	GLASGOW	JET2.COM LTD	S	A	26	0	0	30.8	38.5	23.1	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	5	95.7	2	23
	GLASGOW	JET2.COM LTD	S	D	26	0	0	0.0	73.1	23.1	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	4	95.7	2	23
	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	20	1
	LEEDS BRADFORD	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	10	1
	LEEDS BRADFORD	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	25	1
	LEEDS BRADFORD	JET2.COM LTD	S	A	37	0	0	16.2	35.1	29.7	10.8	2.7	2.7	2.7	0.0	0.0	0.0	0.0	12	85.0	18	39
	LEEDS BRADFORD	JET2.COM LTD	S	D	37	0	0	0.0	45.9	37.8	5.4	5.4	2.7	2.7	0.0	0.0	0.0	0.0	10	80.0	23	40
	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	86.4	6	22
	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	95.5	3	22
	LEEDS BRADFORD	RYANAIR	S	A	22	0	0	0.0	22.7	54.5	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	12	90.9	3	22
	LEEDS BRADFORD	RYANAIR	S	D	22	0	0	0.0	27.3	59.1	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	95.5	3	22
	LEEDS BRADFORD	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	3
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	4
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	8.6	42.9	28.6	5.7	5.7	8.6	0.0	0.0	0.0	0.0	0.0	12	74.3	15	35
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	0.0	57.1	34.3	2.9	0.0	5.7	0.0	0.0	0.0	0.0	0.0	6	94.3	5	35
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	31	0	0	6.5	35.5	38.7	0.0	9.7	6.5	3.2	0.0	0.0	0.0	0.0	16	87.1	7	31
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	31	0	0	0.0	22.6	58.1	3.2	6.5	6.5	3.2	0.0	0.0	0.0	0.0	17	96.8	3	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	82	0	0	36.6	29.3	15.9	4.9	8.5	4.9	0.0	0.0	0.0	0.0	0.0	11	79.4	33	66
	GATWICK	BRITISH AIRWAYS PLC	S	D	83	0	0	0.0	33.7	47.0	8.4	7.2	2.4	1.2	0.0	0.0	0.0	0.0	11	79.4	9	66
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	128	0	0	7.8	31.3	28.9	9.4	8.6	9.4	2.3	2.3	0.0	0.0	0.0	24	66.7	16	130
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	130	0	0	0.0	23.1	48.5	10.8	3.8	6.9	4.6	2.3	0.0	0.0	0.0	24	66.2	18	130
	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	74.6	11	63

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: F		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 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	D	0	0	0	0.0	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	9	63						
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	14	25.0	42	4						
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	80.0	7	5						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	13	0	0	0.0	30.8	15.4	15.4	15.4	7.7	15.4	0.0	0.0	0.0	0.0	0.0	38	53.8	18	13						
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	14	0	0	0.0	35.7	14.3	28.6	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	29	69.2	14	13						
GATWICK	TUI AIRWAYS LTD	C	A	6	0	0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	62.5	8	8						
GATWICK	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	4	9						
HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	5.6	38.9	50.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	13	7						
HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	33.3	44.4	16.7	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	85.7	14	7						
LONDON CITY	BA CITYFLYER 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	0.0	28	100.0	2	3						
LONDON CITY	BA CITYFLYER LTD	S	D	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	39	100.0	10	3						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	78	0	1	5.1	32.9	29.1	13.9	10.1	6.3	1.3	0.0	0.0	0.0	1.3	17	81.0	15	79							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	78	0	1	0.0	6.3	60.8	15.2	11.4	5.1	0.0	0.0	0.0	0.0	1.3	17	73.1	14	78							
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	80.6	9	31							
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	74.2	9	31							
LUTON	RYANAIR	S	A	22	0	0	4.5	27.3	45.5	18.2	0.0	4.5	0.0	0.0	0.0	0.0	0.0	12	95.7	5	23							
LUTON	RYANAIR	S	D	22	0	0	0.0	4.5	40.9	22.7	27.3	4.5	0.0	0.0	0.0	0.0	0.0	23	78.3	10	23							
LUTON	TUI AIRWAYS LTD	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	18	40.0	49	5						
LUTON	TUI AIRWAYS LTD	C	D	6	0	0	0.0	0.0	50.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	27	66.7	36	6						
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	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	3	1							
STANSTED	BA CITYFLYER LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	75.0	46	4						
STANSTED	BA CITYFLYER 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	0.0	13	0.0	64	4						
STANSTED	JET2.COM LTD	S	A	31	0	0	3.2	22.6	25.8	35.5	3.2	6.5	3.2	0.0	0.0	0.0	0.0	20	78.3	9	23							
STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	12.9	64.5	9.7	6.5	3.2	0.0	3.2	0.0	0.0	0.0	18	87.0	5	23							
STANSTED	RYANAIR	S	A	71	0	0	0.0	21.1	40.8	5.6	19.7	7.0	2.8	2.8	0.0	0.0	0.0	27	66.2	13	71							
STANSTED	RYANAIR	S	D	71	0	0	0.0	2.8	42.3	22.5	23.9	2.8	4.2	1.4	0.0	0.0	0.0	30	80.3	10	71							
STANSTED	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	15	8							
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	77.8	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	75.0	13	8							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		Origin/Destinations: F		PERCENTAGE OF FLIGHTS LATE											MAY 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)
MANCHESTER	BRITISH AIRWAYS PLC	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	1			
MANCHESTER	FLYBE LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0			
MANCHESTER	JET2.COM LTD	S	A	47	0	0	2.1	31.9	29.8	14.9	12.8	4.3	4.3	0.0	0.0	0.0	0.0	21	90.0	4	30			
MANCHESTER	JET2.COM LTD	S	D	47	0	0	0.0	17.0	55.3	6.4	10.6	8.5	2.1	0.0	0.0	0.0	0.0	19	86.7	6	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	0.0	0	65.9	14	44			
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	75.0	11	44			
MANCHESTER	RYANAIR	S	A	62	0	0	3.2	48.4	29.0	8.1	6.5	1.6	0.0	0.0	3.2	0.0	0.0	22	96.8	8	62			
MANCHESTER	RYANAIR	S	D	62	0	0	0.0	1.6	37.1	35.5	16.1	6.5	3.2	0.0	0.0	0.0	0.0	27	72.6	10	62			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	34	100.0	6	8			
MANCHESTER	THOMAS COOK AIRLINES 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	30	87.5	10	8			
MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	12.5	0.0	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	11	9			
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	90.0	13	10			
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	39	1			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	0.0	23.1	46.2	19.2	3.8	7.7	0.0	0.0	0.0	0.0	0.0	15	65.4	55	26			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	0.0	15.4	73.1	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	10	65.4	22	26			
NEWCASTLE	JET2.COM LTD	S	A	23	0	0	30.4	52.2	13.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.0	2	20			
NEWCASTLE	JET2.COM LTD	S	D	23	0	0	0.0	13.0	87.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.0	8	20			
NEWCASTLE	RYANAIR	S	A	17	0	0	5.9	58.8	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	4	18			
NEWCASTLE	RYANAIR	S	D	17	0	0	0.0	17.6	64.7	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	7	18			
NEWCASTLE	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3			
NEWCASTLE	TUI AIRWAYS LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	10	4			
SOUTHAMPTON	FLYBE LTD	S	A	13	0	0	0.0	7.7	53.8	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	44.4	21	9			
SOUTHAMPTON	FLYBE LTD	S	D	13	0	0	0.0	0.0	84.6	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	13	9			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	33	1	0	8.8	35.3	23.5	8.8	11.8	2.9	0.0	0.0	5.9	2.9	0.0	105	87.2	7	47			
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	0.0	38.2	32.4	5.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	21	74.5	10	47			
<b>TOTAL FARO</b>				<b>2752</b>	<b>1</b>	<b>6</b>	<b>4.1</b>	<b>26.5</b>	<b>42.8</b>	<b>12.0</b>	<b>7.4</b>	<b>4.6</b>	<b>1.6</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>18</b>	<b>79.6</b>	<b>12</b>	<b>3087</b>			
FEZ																								
GATWICK	AIR ARABIA MAROC	S	A	5	0	0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GATWICK	AIR ARABIA MAROC	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	8	0.0	0	0			
STANSTED	RYANAIR	S	A	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9			
STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	37	88.9	13	9			
<b>TOTAL FEZ</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>39.3</b>	<b>32.1</b>	<b>14.3</b>	<b>7.1</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>14</b>	<b>94.4</b>	<b>7</b>	<b>18</b>			

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

		Origin/Destinations: F																	MAY 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
FIGARI																						
	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	0	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	0.0	18	1
	GATWICK	EASYJET AIRLINE COMPANY 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	81	100.0	3	1
	GATWICK	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	57	100.0	3	1
	HEATHROW	BRITISH AIRWAYS PLC	C	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	39	100.0	0	2
	HEATHROW	BRITISH AIRWAYS PLC	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	18	50.0	17	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	53	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
<b>TOTAL FIGARI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</b>	<b>25.0</b>	<b>0.0</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>39</b>	<b>75.0</b>	<b>7</b>	<b>8</b>
FLORENCE																						
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	60	100.0	4	2
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	53	50.0	12	2
	BRISTOL	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	100.0	7	2
	BRISTOL	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	40	50.0	9	2
	EDINBURGH	BA CITYFLYER 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	BA CITYFLYER LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	GATWICK	VUELING AIRLINES	S	A	29	0	4	3.0	12.1	27.3	6.1	21.2	15.2	3.0	0.0	0.0	0.0	12.1	34	51.7	39	29
	GATWICK	VUELING AIRLINES	S	D	29	0	5	0.0	11.8	29.4	8.8	8.8	17.6	8.8	0.0	0.0	0.0	14.7	41	51.6	57	31
	LONDON CITY	BA CITYFLYER LTD	S	A	33	0	0	0.0	18.2	30.3	12.1	24.2	9.1	6.1	0.0	0.0	0.0	0.0	30	65.6	13	32
	LONDON CITY	BA CITYFLYER LTD	S	D	33	0	0	0.0	15.2	51.5	12.1	12.1	6.1	3.0	0.0	0.0	0.0	0.0	23	62.5	13	32
	LONDON CITY	CITY JET	S	A	29	0	2	29.0	19.4	12.9	9.7	12.9	9.7	0.0	0.0	0.0	0.0	6.5	20	85.7	10	21
	LONDON CITY	CITY JET	S	D	30	0	0	0.0	33.3	30.0	13.3	6.7	13.3	3.3	0.0	0.0	0.0	0.0	24	45.2	29	31
	LONDON CITY	KLM	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.0	15	10
	LUTON	VUELING AIRLINES	S	A	11	0	3	14.3	42.9	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	21.4	7	100.0	0	13
	LUTON	VUELING AIRLINES	S	D	11	0	3	0.0	14.3	14.3	7.1	28.6	7.1	0.0	7.1	0.0	0.0	21.4	48	84.6	5	13
	STANSTED	BA CITYFLYER LTD	S	A	6	0	0	0.0	0.0	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	19	6

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 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			
FLORENCE		STANSTED		BA CITYFLYER LTD		S D		6 0		0 0		0.0 33.3		16.7 16.7		33.3 0.0		0.0 0.0		0.0 0.0		20 83.3		12	6						
FLORENCE		MANCHESTER		BRITISH AIRWAYS PLC		S A		2 0		0 0		0.0 0.0		50.0 50.0		0.0 0.0		0.0 0.0		10 0.0		0	0								
FLORENCE		MANCHESTER		BRITISH AIRWAYS PLC		S D		2 0		0 0		0.0 0.0		0.0 50.0		50.0 0.0		0.0 0.0		53 0.0		0	0								
<b>TOTAL FLORENCE</b>								<b>233 0</b>		<b>17 5.2</b>		<b>19.2 27.6</b>		<b>10.8 15.2</b>		<b>11.6 3.2</b>		<b>0.4 0.0</b>		<b>0.0 0.0</b>		<b>6.8 28</b>		<b>64.2</b>	<b>23</b>	<b>232</b>					
FORT LAUDERDALE		GATWICK		BRITISH AIRWAYS PLC		S A		13 0		0 0		23.1 30.8		30.8 0.0		7.7 0.0		0.0 0.0		7.7 0.0		115 0.0		0	0						
FORT LAUDERDALE		GATWICK		BRITISH AIRWAYS PLC		S D		13 0		0 0		0.0 53.8		38.5 0.0		7.7 0.0		0.0 0.0		0.0 0.0		6 0.0		0	0						
FORT LAUDERDALE		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		44	9								
FORT LAUDERDALE		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 90.0		9	10								
FORT LAUDERDALE		GATWICK		NORWEGIAN AIR UK LTD		S A		14 0		0 0		0.0 0.0		7.1 0.0		50.0 14.3		14.3 0.0		165 0.0		0	0								
FORT LAUDERDALE		GATWICK		NORWEGIAN AIR UK LTD		S D		13 0		0 0		0.0 0.0		46.2 15.4		7.7 0.0		0.0 30.8		86 0.0		0	0								
<b>TOTAL FORT LAUDERDALE</b>								<b>53 0</b>		<b>0 5.7</b>		<b>20.8 28.3</b>		<b>5.7 5.7</b>		<b>13.2 3.8</b>		<b>11.3 5.7</b>		<b>0.0 0.0</b>		<b>94 47.4</b>		<b>26</b>	<b>19</b>						
FRANKFURT MAIN		ABERDEEN		LUFTHANSA		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 72.4		11	58								
FRANKFURT MAIN		ABERDEEN		LUFTHANSA		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 88.1		6	59								
FRANKFURT MAIN		BIRMINGHAM		LUFTHANSA		S A		111 0		0 0		0.0 36.0		31.5 19.8		7.2 5.4		0.0 0.0		14 73.7		12	116								
FRANKFURT MAIN		BIRMINGHAM		LUFTHANSA		S D		110 0		1 0		0.0 25.2		37.8 22.5		8.1 4.5		0.9 0.0		15 64.4		18	116								
FRANKFURT MAIN		BIRMINGHAM		RYANAIR		S A		1 0		0 0		0.0 0.0		100.0 0.0		0.0 0.0		0.0 0.0		13 0.0		0	0								
FRANKFURT MAIN		BIRMINGHAM		RYANAIR		S D		1 0		0 0		0.0 0.0		0.0 0.0		100.0 0.0		0.0 0.0		63 0.0		0	0								
FRANKFURT MAIN		BRISTOL		BMI REGIONAL		S A		74 0		5 3.8		25.3 22.8		10.1 21.5		5.1 5.1		0.0 0.0		6.3 26		56.3	34	79							
FRANKFURT MAIN		BRISTOL		BMI REGIONAL		S D		75 0		4 0.0		19.0 46.8		5.1 13.9		7.6 2.5		0.0 0.0		5.1 20		59.5	33	79							
FRANKFURT MAIN		EDINBURGH		LUFTHANSA		S A		62 0		0 0		0.0 27.4		37.1 19.4		9.7 6.5		0.0 0.0		15 77.4		10	62								
FRANKFURT MAIN		EDINBURGH		LUFTHANSA		S D		61 0		1 0.0		19.4 41.9		17.7 11.3		8.1 0.0		0.0 0.0		1.6 18		71.0	14	62							
FRANKFURT MAIN		GLASGOW		LUFTHANSA		S A		31 0		0 0		0.0 29.0		45.2 12.9		12.9 0.0		0.0 0.0		12 0.0		0	0								
FRANKFURT MAIN		GLASGOW		LUFTHANSA		S D		31 0		0 0		0.0 16.1		41.9 25.8		0.0 16.1		0.0 0.0		19 0.0		0	0								
FRANKFURT MAIN		GLASGOW		RYANAIR		S A		31 0		0 0		32.3 54.8		6.5 0.0		0.0 0.0		0.0 0.0		11 0.0		0	0								
FRANKFURT MAIN		GLASGOW		RYANAIR		S D		31 0		0 0		0.0 67.7		12.9 3.2		6.5 3.2		3.2 3.2		0.0 0.0		18 0.0		0	0						
FRANKFURT MAIN		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		0 100.0		6	1								
FRANKFURT MAIN		HEATHROW		AMERICAN AIRLINES		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		0	1								
FRANKFURT MAIN		HEATHROW		BRITISH AIRWAYS PLC		S A		195 0		6 13.9		32.8 25.9		11.4 7.5		4.5 1.0		0.0 0.0		3.0 13		75.8	13	182							
FRANKFURT MAIN		HEATHROW		BRITISH AIRWAYS PLC		S D		195 0		6 0.0		33.8 45.3		8.5 7.5		2.0 0.0		0.0 0.0		3.0 9		84.7	8	183							

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: F		PERCENTAGE OF FLIGHTS LATE											MAY 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)
HEATHROW	LUFTHANSA	S	A	345	0	15	1.9	27.2	30.0	18.6	12.2	5.6	0.3	0.0	0.0	0.0	4.2	18	75.0	12	352	
HEATHROW	LUFTHANSA	S	D	344	0	16	0.0	17.8	43.3	14.7	11.7	7.2	0.3	0.6	0.0	0.0	4.4	19	77.6	13	353	
LONDON CITY	BA CITYFLYER LTD	S	A	106	0	5	10.8	43.2	16.2	2.7	9.9	10.8	0.9	0.9	0.0	0.0	4.5	18	89.0	9	91	
LONDON CITY	BA CITYFLYER LTD	S	D	107	0	5	0.0	33.9	22.3	11.6	10.7	14.3	1.8	0.9	0.0	0.0	4.5	25	78.5	14	93	
LONDON CITY	LUFTHANSA	S	A	71	0	6	2.6	41.6	19.5	10.4	11.7	6.5	0.0	0.0	0.0	0.0	7.8	15	83.5	8	79	
LONDON CITY	LUFTHANSA	S	D	71	0	6	0.0	24.7	27.3	11.7	15.6	11.7	1.3	0.0	0.0	0.0	7.8	25	65.8	17	79	
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	RYANAIR	S	A	58	0	4	0.0	19.4	35.5	11.3	12.9	4.8	1.6	8.1	0.0	0.0	6.5	40	0.0	0	0	
STANSTED	RYANAIR	S	D	58	0	4	0.0	1.6	22.6	24.2	25.8	14.5	3.2	1.6	0.0	0.0	6.5	41	0.0	0	0	
MANCHESTER	ETHIOPIAN AIRLINES	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
MANCHESTER	LUFTHANSA	S	A	138	0	3	3.5	40.4	31.2	9.9	7.8	5.0	0.0	0.0	0.0	0.0	2.1	12	87.3	7	117	
MANCHESTER	LUFTHANSA	S	D	139	0	1	0.0	28.6	40.7	10.7	13.6	4.3	1.4	0.0	0.0	0.0	0.7	16	85.6	7	117	
MANCHESTER	RYANAIR	S	A	27	0	0	0.0	3.7	37.0	22.2	29.6	3.7	0.0	0.0	3.7	0.0	0.0	45	0.0	0	0	
MANCHESTER	RYANAIR	S	D	27	0	0	0.0	0.0	14.8	25.9	33.3	14.8	3.7	7.4	0.0	0.0	0.0	59	0.0	0	0	
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	0.0	5	0.0	0	0	
<b>TOTAL FRANKFURT MAIN</b>				<b>2501</b>	<b>0</b>	<b>89</b>	<b>2.6</b>	<b>28.1</b>	<b>32.9</b>	<b>13.6</b>	<b>11.4</b>	<b>6.5</b>	<b>0.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>19</b>	<b>76.6</b>	<b>13</b>	<b>2280</b>	
FRIEDRICHSHAFEN																						
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	0	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	18	1	
<b>TOTAL FRIEDRICHSHAFEN</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
FUERTEVENTURA																						
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	159	80.0	3	5	
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	5	
BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	10	8	
BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	21	8	
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	23	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	55.6	36	9	
BIRMINGHAM	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	2	66.7	20	9	
BIRMINGHAM	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	6	77.8	14	9	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	33.3	0.0	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	41	81.8	12	11	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		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
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	44.4	22.2	0.0	22.2	0.0	0.0	11.1	0.0	0.0	0.0	35	54.5	25	11					
BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	6	9					
BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10	44.4	16	9					
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	0.0	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	9					
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	15	9					
BRISTOL	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	100.0	0	1					
BRISTOL	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	100.0	0	1					
BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21	80.0	5	5					
BRISTOL	TUI AIRWAYS LTD	C	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	36	20.0	25	5					
EAST MIDLANDS INTERNATIONAL	AIR EUROPA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	23	4					
EAST MIDLANDS INTERNATIONAL	AIR EUROPA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	32	4					
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	11.1	44.4	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	17	77.8	8	9					
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	18	66.7	14	9					
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	2	9					
EAST MIDLANDS INTERNATIONAL	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	3	100.0	4	9					
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	50.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	63	100.0	1	5					
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES 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	77	75.0	13	4					
EAST MIDLANDS INTERNATIONAL	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	1	100.0	1	5					
EAST MIDLANDS INTERNATIONAL	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	5	80.0	9	5					
EDINBURGH	JET2.COM LTD	S	A	9	0	0	44.4	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	4	9					
EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	6	9					
EDINBURGH	RYANAIR	S	A	9	0	0	0.0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	10	8					
EDINBURGH	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	11	87.5	12	8					
GLASGOW	JET2.COM LTD	S	A	9	0	0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	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	7	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	100.0	1	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	100.0	0	3					
GLASGOW	THOMAS COOK AIRLINES 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	49	0.0	0	0					



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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	49	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	100.0	3	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	75.0	16	4		
LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9		
LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	77.8	9	9		
LEEDS BRADFORD	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	15	88.9	7	9		
LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	11	100.0	0	9		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY 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	29	100.0	2	4		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21	100.0	4	4		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	87.5	3	8		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	3	8		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	0.0	26.1	43.5	21.7	4.3	4.3	0.0	0.0	0.0	0.0	0.0	14	65.2	35	23		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	0.0	21.7	65.2	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.0	31	23		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	12	0	0	16.7	33.3	16.7	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	25	100.0	0	4		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	12	0	0	0.0	41.7	41.7	0.0	0.0	8.3	8.3	0.0	0.0	0.0	0.0	22	50.0	15	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	2	4		
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	50.0	12	4		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	55.6	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	9		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	14	9		
GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	60.0	32	10		
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	32	80.0	21	10		
LUTON	RYANAIR	S	A	9	0	0	0.0	11.1	33.3	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	27	77.8	10	9		
LUTON	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	13	9		
LUTON	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	9	100.0	2	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	5	75.0	10	4		
STANSTED	JET2.COM LTD	S	A	13	0	0	7.7	53.8	7.7	7.7	7.7	7.7	0.0	0.0	7.7	0.0	0.0	84	100.0	2	8		
STANSTED	JET2.COM LTD	S	D	13	0	0	0.0	53.8	23.1	0.0	7.7	7.7	0.0	7.7	0.0	0.0	0.0	27	77.8	9	9		
STANSTED	RYANAIR	S	A	18	0	0	11.1	44.4	22.2	5.6	0.0	11.1	5.6	0.0	0.0	0.0	0.0	20	100.0	1	17		
STANSTED	RYANAIR	S	D	18	0	0	0.0	5.6	72.2	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	20	88.2	5	17		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: F		PERCENTAGE OF FLIGHTS LATE													MAY 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
STANSTED	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	75.0	5	4			
STANSTED	THOMAS COOK AIRLINES 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	0.0	19	60.0	12	5			
STANSTED	TUI AIRWAYS LTD	C	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	0.0	7	80.0	5	5			
STANSTED	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	3	5			
MANCHESTER	JET2.COM LTD	S	A	12	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	3	88.9	7	9			
MANCHESTER	JET2.COM LTD	S	D	12	0	0	0.0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	15	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	44.4	21	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	44.4	18	9			
MANCHESTER	RYANAIR	S	A	9	0	0	11.1	0.0	55.6	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	28	88.9	6	9			
MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	33.3	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	41	77.8	8	9			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	7.7	30.8	15.4	7.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	46	30.0	42	10			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	46.2	7.7	15.4	23.1	7.7	0.0	0.0	0.0	0.0	0.0	40	80.0	18	10			
MANCHESTER	TUI AIRWAYS LTD	C	A	14	0	0	0.0	28.6	35.7	14.3	7.1	7.1	0.0	0.0	7.1	0.0	0.0	0.0	88	78.6	14	14			
MANCHESTER	TUI AIRWAYS LTD	C	D	14	0	0	0.0	14.3	42.9	28.6	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	23	78.6	19	14			
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	9			
NEWCASTLE	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	7	100.0	4	9			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	7	0	0	0.0	71.4	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	7			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	14	7			
<b>TOTAL FUERTEVENTURA</b>				<b>618</b>	<b>0</b>	<b>0</b>	<b>6.5</b>	<b>25.6</b>	<b>41.9</b>	<b>12.0</b>	<b>6.0</b>	<b>5.2</b>	<b>1.9</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>79.6</b>	<b>12</b>	<b>652</b>				
<b>FUNCHAL</b>																									
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0			
BIRMINGHAM	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	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	44.4	14	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	0.0	0	88.9	9	9			
BIRMINGHAM	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	0.0	1	40.0	25	5			
BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	9	5			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	16	9			
BRISTOL	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	0.0	5	55.6	20	9			

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	JET2.COM LTD	S A	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	5		
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	0.0	1	80.0	5	5		
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	0.0	6	100.0	0	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	0.0	0	88.9	19	9		
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	0.0	0	77.8	14	9		
EDINBURGH	JET2.COM LTD	S A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
EDINBURGH	JET2.COM LTD	S D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0		
GLASGOW	JET2.COM LTD	S A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5		
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	0.0	5	80.0	6	5		
JERSEY	AIR CONTRACTORS	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
JERSEY	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	0.0	0	100.0	13	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	100.0	11	1		
LEEDS BRADFORD	JET2.COM LTD	S A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	64	5		
LEEDS BRADFORD	JET2.COM LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	60.0	75	5		
GATWICK	BRITISH AIRWAYS PLC	S A	32	0	0	56.3	21.9	6.3	3.1	3.1	6.3	3.1	0.0	0.0	0.0	0.0	0.0	12	84.6	5	26		
GATWICK	BRITISH AIRWAYS PLC	S D	33	0	0	0.0	36.4	45.5	9.1	3.0	0.0	3.0	3.0	0.0	0.0	0.0	0.0	16	88.5	5	26		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	34	0	0	20.6	32.4	26.5	5.9	5.9	5.9	0.0	2.9	0.0	0.0	0.0	0.0	17	71.4	10	35		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	34	0	0	0.0	20.6	52.9	17.6	2.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	14	68.6	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	0.0	0	66.7	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	0.0	0	88.9	5	18		
GATWICK	TUI AIRWAYS LTD	C A	7	0	1	12.5	12.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	11	77.8	8	9		
GATWICK	TUI AIRWAYS LTD	C D	8	0	0	0.0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	21	88.9	6	9		
LUTON	TUI AIRWAYS LTD	C A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	10	4		
LUTON	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	0.0	18	40.0	16	5		
STANSTED	JET2.COM LTD	S A	8	0	0	12.5	0.0	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	9		
STANSTED	JET2.COM LTD	S D	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	9		

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

Origin/Destinations: F

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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				
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0	37.5	25.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	60.0	11	9
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	66.7	14	9
MANCHESTER	JET2.COM LTD	S	A	8	0	0	0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	5	9
MANCHESTER	JET2.COM LTD	S	D	8	0	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	2	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	88.9	9	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	55.6	21	9
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	0	14.3	28.6	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	9
MANCHESTER	TUI AIRWAYS LTD	C	D	8	0	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	11	9
NEWCASTLE	JET2.COM LTD	S	A	4	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	5
NEWCASTLE	JET2.COM LTD	S	D	4	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	8	80.0	10	5
<b>TOTAL FUNCHAL</b>				<b>326</b>	<b>0</b>	<b>1</b>	<b>11.3</b>	<b>32.7</b>	<b>38.8</b>	<b>7.6</b>	<b>5.8</b>	<b>2.1</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>11</b>	<b>79.1</b>	<b>11</b>	<b>392</b>	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
GATWICK	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	A	57	0	1	20.7	34.5	20.7	8.6	5.2	1.7	3.4	3.4	0.0	0.0	1.7	21	81.0	9	58
	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	D	57	0	1	3.4	32.8	27.6	12.1	12.1	1.7	5.2	3.4	0.0	0.0	1.7	28	72.4	29	58
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	182	0	2	11.4	39.1	23.9	7.6	6.5	6.5	1.6	0.5	1.6	0.0	1.1	28	77.7	12	188
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	182	0	3	0.0	11.4	49.2	17.3	8.1	9.2	2.2	0.5	0.5	0.0	1.6	25	69.7	17	188
	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	0.0	0	73.4	13	124
	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	0.0	0	79.0	11	124
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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
	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	34	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	50.0	16	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	0.0	0	0.0	34	1
	BIRMINGHAM	THOMAS COOK AIRLINES 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	8	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	41	1
	BOURNEMOUTH	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
	BRISTOL	BMI REGIONAL	S	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	15	0.0	0	0
	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	0.0	7	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	299	0.0	17	1
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	745	0.0	0	0
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	104	0	0	10.6	58.7	20.2	1.0	4.8	2.9	1.0	1.0	0.0	0.0	0.0	9	88.3	5	102
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	104	0	0	0.0	51.9	28.8	11.5	1.9	3.8	1.0	1.0	0.0	0.0	0.0	11	87.4	6	102
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	125	0	3	16.4	30.5	22.7	7.8	7.8	8.6	3.1	0.8	0.0	0.0	2.3	21	63.6	18	128
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	126	0	3	0.8	26.4	31.0	20.9	8.5	5.4	3.1	1.6	0.0	0.0	2.3	23	69.0	18	128
	GLASGOW	BRITISH AIRWAYS PLC	S	A	103	0	1	20.2	46.2	23.1	1.0	5.8	2.9	0.0	0.0	0.0	0.0	1.0	8	89.0	8	100
	GLASGOW	BRITISH AIRWAYS PLC	S	D	103	0	2	1.0	58.1	22.9	5.7	5.7	3.8	1.0	0.0	0.0	0.0	1.9	9	89.1	6	101
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	105	0	2	17.8	29.0	26.2	6.5	10.3	4.7	3.7	0.0	0.0	0.0	1.9	18	65.8	15	111
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	104	0	2	0.0	30.2	36.8	11.3	6.6	8.5	1.9	2.8	0.0	0.0	1.9	23	66.7	15	111

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	EASYJET AIRLINE COMPANY LTD	S	A	58	0	1	23.7	33.9	22.0	5.1	8.5	3.4	0.0	1.7	0.0	0.0	1.7	12	0.0	0	0	
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	58	0	1	5.1	33.9	30.5	11.9	10.2	5.1	0.0	1.7	0.0	0.0	1.7	18	0.0	0	0	
	JERSEY	BRITISH AIRWAYS PLC	S	A	142	0	3	11.7	46.9	22.8	7.6	2.8	4.8	1.4	0.0	0.0	0.0	2.1	10	85.3	8	143	
	JERSEY	BRITISH AIRWAYS PLC	S	D	142	0	3	1.4	55.2	26.9	8.3	2.1	2.8	0.7	0.7	0.0	0.0	2.1	9	76.4	13	144	
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	95	0	2	15.5	36.1	26.8	8.2	7.2	2.1	1.0	0.0	1.0	0.0	2.1	18	64.9	30	97	
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	95	0	2	7.2	36.1	32.0	8.2	8.2	4.1	1.0	0.0	1.0	0.0	2.1	20	58.3	35	96	
	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	19	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	BMI REGIONAL	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	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	10	0.0	0	0	
	HEATHROW	EMIRATES	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	
	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	11	0.0	98	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	72	0.0	0	0	
	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	76	2	
	LUTON	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	45	0.0	0	0	
	LUTON	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	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	100.0	10	1	
	NEWCASTLE	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	
<b>TOTAL GATWICK</b>					<b>1964</b>	<b>0</b>	<b>32</b>	<b>8.5</b>	<b>37.8</b>	<b>28.2</b>	<b>9.3</b>	<b>6.6</b>	<b>5.1</b>	<b>1.7</b>	<b>0.9</b>	<b>0.4</b>	<b>0.0</b>	<b>1.6</b>	<b>18</b>	<b>74.9</b>	<b>15</b>	<b>2113</b>	
GDANSK																							
	ABERDEEN	WIZZ AIR	S	A	9	0	0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	4	9	
	ABERDEEN	WIZZ AIR	S	D	9	0	0	0.0	66.7	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	77.8	5	9	
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	11.1	0.0	0.0	0.0	0.0	11.1	0.0	0.0	55	88.9	6	9	
	BIRMINGHAM	RYANAIR	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	2	66.7	11	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	35	100.0	6	9	
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	55.6	19	9	
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	18	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	17	0	0	29.4	52.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	77.8	9	18	

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

		Origin/Destinations: G																		MAY 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	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	17	0	0	5.9	52.9	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	12	18	
	EDINBURGH	RYANAIR	S	A	14	0	0	0.0	78.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	13	
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	28.6	57.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	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	100.0	0	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	0.0	0	88.9	2	9	
	LEEDS BRADFORD	RYANAIR	S	A	19	0	0	5.3	57.9	15.8	5.3	5.3	10.5	0.0	0.0	0.0	0.0	0.0	12	88.9	9	18	
	LEEDS BRADFORD	RYANAIR	S	D	19	0	0	0.0	15.8	52.6	15.8	5.3	5.3	5.3	0.0	0.0	0.0	0.0	20	83.3	14	18	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	0.0	17	76.5	8	17	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	23.1	53.8	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	18	76.5	7	17	
	LUTON	WIZZ AIR	S	A	73	0	0	19.2	49.3	16.4	8.2	4.1	2.7	0.0	0.0	0.0	0.0	0.0	7	87.3	7	71	
	LUTON	WIZZ AIR	S	D	73	0	0	0.0	17.8	58.9	6.8	8.2	8.2	0.0	0.0	0.0	0.0	0.0	17	66.2	15	71	
	STANSTED	RYANAIR	S	A	53	0	1	13.0	35.2	13.0	11.1	14.8	9.3	0.0	1.9	0.0	0.0	1.9	24	81.5	9	54	
	STANSTED	RYANAIR	S	D	53	0	1	0.0	5.6	46.3	18.5	20.4	7.4	0.0	0.0	0.0	0.0	1.9	24	75.9	12	54	
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	53.8	30.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	92.9	3	14	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	23.1	53.8	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	25	100.0	5	14	
	NEWCASTLE	RYANAIR	S	A	8	0	0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9	
	NEWCASTLE	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	9	
<b>TOTAL GDANSK</b>					<b>490</b>	<b>0</b>	<b>2</b>	<b>7.7</b>	<b>35.0</b>	<b>35.6</b>	<b>8.5</b>	<b>6.7</b>	<b>4.7</b>	<b>0.8</b>	<b>0.4</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>82.5</b>	<b>9</b>	<b>519</b>	
GENEVA																							
	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	1	0.0	0	0	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	46.2	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	23.1	23.1	23.1	23.1	7.7	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	BIRMINGHAM	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	14	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	42	0	1	0.0	30.2	25.6	18.6	11.6	7.0	4.7	0.0	0.0	0.0	2.3	24	74.5	14	47	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	42	0	1	0.0	16.3	44.2	11.6	14.0	7.0	4.7	0.0	0.0	0.0	2.3	24	66.7	21	47	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	0.0	16.3	25.6	30.2	16.3	7.0	2.3	2.3	0.0	0.0	0.0	29	62.8	18	43	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	0.0	25.6	39.5	11.6	11.6	9.3	0.0	2.3	0.0	0.0	0.0	24	69.8	12	43	
	GLASGOW	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	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	22	0	0	4.5	50.0	27.3	0.0	9.1	4.5	0.0	4.5	0.0	0.0	0.0	0.0	19	76.5	7	17
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	22	0	0	0.0	63.6	27.3	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	94.1	4	17
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	175	0	4	5.0	33.5	31.3	8.4	7.8	8.9	1.7	1.1	0.0	0.0	2.2	20	65.4	19	185	
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	175	0	4	0.0	24.0	34.6	19.6	10.6	7.8	0.6	0.6	0.0	0.0	2.2	20	56.2	21	185	
GATWICK	EASYJET SWITZERLAND	S A	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
GATWICK	EASYJET SWITZERLAND	S D	0	0	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
GATWICK	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	1	1	
HEATHROW	BRITISH AIRWAYS PLC	S A	225	0	5	14.8	40.9	25.7	7.8	6.1	2.6	0.0	0.0	0.0	0.0	2.2	8	84.0	9	238	
HEATHROW	BRITISH AIRWAYS PLC	S D	225	0	5	0.0	43.0	42.2	6.5	3.9	2.2	0.0	0.0	0.0	0.0	2.2	7	89.6	9	240	
HEATHROW	SWISS AIRLINES	S A	150	0	1	4.6	27.8	42.4	9.3	7.9	6.0	0.7	0.7	0.0	0.0	0.7	16	77.3	11	150	
HEATHROW	SWISS AIRLINES	S D	149	0	2	0.0	17.9	50.3	11.9	9.9	7.3	1.3	0.0	0.0	0.0	1.3	18	73.8	11	149	
LONDON CITY	BA CITYFLYER LTD	S A	52	0	0	9.6	30.8	34.6	13.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	14	91.8	10	73	
LONDON CITY	BA CITYFLYER LTD	S D	53	0	1	0.0	33.3	35.2	16.7	5.6	7.4	0.0	0.0	0.0	0.0	1.9	13	78.4	11	74	
LONDON CITY	SWISS AIRLINES	S A	65	0	2	20.9	50.7	17.9	3.0	1.5	3.0	0.0	0.0	0.0	0.0	3.0	4	90.7	3	75	
LONDON CITY	SWISS AIRLINES	S D	65	0	2	1.5	41.8	37.3	4.5	7.5	4.5	0.0	0.0	0.0	0.0	3.0	11	78.7	9	75	
LUTON	EASYJET AIRLINE COMPANY LTD	S A	59	0	3	9.7	24.2	32.3	11.3	12.9	3.2	1.6	0.0	0.0	0.0	4.8	16	72.9	15	59	
LUTON	EASYJET AIRLINE COMPANY LTD	S D	59	0	3	0.0	21.0	48.4	14.5	8.1	1.6	0.0	1.6	0.0	0.0	4.8	17	70.2	14	57	
LUTON	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	37	1	
LUTON	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	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	0	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	BA CITYFLYER LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
STANSTED	BA CITYFLYER LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	61	0	1	1.6	22.6	29.0	16.1	9.7	16.1	0.0	3.2	0.0	0.0	1.6	34	56.4	22	54	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	61	0	1	0.0	22.6	41.9	11.3	14.5	4.8	0.0	3.2	0.0	0.0	1.6	24	43.6	28	54	
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	8	0	0	0.0	50.0	12.5	12.5	12.5	0.0	0.0	12.5	0.0	0.0	0.0	39	62.5	27	8	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: G		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 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	
NEWCASTLE		EASYJET AIRLINE COMPANY LTD		S	D	8	0	0	0.0	0.0	75.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	39	50.0	34	8				
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	10	0.0	0	0				
<b>TOTAL GENEVA</b>						<b>1833</b>	<b>0</b>	<b>46</b>	<b>4.2</b>	<b>31.6</b>	<b>35.6</b>	<b>11.1</b>	<b>8.3</b>	<b>5.5</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>16</b>	<b>74.6</b>	<b>13</b>	<b>1906</b>			
GENOA		GATWICK		BRITISH AIRWAYS PLC		S	A	29	0	0	37.9	27.6	13.8	6.9	6.9	6.9	0.0	0.0	11	90.3	4	31				
		GATWICK		BRITISH AIRWAYS PLC		S	D	29	0	0	0.0	34.5	44.8	13.8	3.4	3.4	0.0	0.0	9	93.5	4	31				
		GATWICK		EASTERN AIRWAYS		C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	41	0.0	0	0				
		LUTON		EASYJET AIRLINE COMPANY LTD		S	A	13	0	1	71.4	0.0	7.1	0.0	7.1	7.1	0.0	0.0	7.1	8	0.0	0	0			
		LUTON		EASYJET AIRLINE COMPANY LTD		S	D	13	0	1	0.0	14.3	50.0	14.3	0.0	14.3	0.0	0.0	7.1	21	0.0	0	0			
		STANSTED		RYANAIR		S	A	26	0	1	0.0	18.5	14.8	7.4	29.6	11.1	11.1	3.7	0.0	0.0	3.7	53	59.3	16	27	
		STANSTED		RYANAIR		S	D	26	0	1	0.0	3.7	25.9	25.9	22.2	14.8	0.0	3.7	0.0	0.0	3.7	39	70.4	13	27	
		MANCHESTER		EASYJET AIRLINE COMPANY LTD		S	A	13	0	1	28.6	28.6	21.4	0.0	7.1	0.0	7.1	0.0	0.0	7.1	15	0.0	0	0		
		MANCHESTER		EASYJET AIRLINE COMPANY LTD		S	D	13	0	1	0.0	42.9	28.6	7.1	7.1	7.1	0.0	0.0	7.1	13	0.0	0	0			
<b>TOTAL GENOA</b>						<b>163</b>	<b>0</b>	<b>6</b>	<b>14.8</b>	<b>21.3</b>	<b>25.4</b>	<b>10.7</b>	<b>12.4</b>	<b>8.3</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.6</b>	<b>23</b>	<b>79.3</b>	<b>9</b>	<b>116</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	66.7	20	18				
		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	61.1	23	18				
		BRISTOL		EASYJET AIRLINE COMPANY LTD		S	A	14	0	0	0.0	14.3	42.9	14.3	21.4	0.0	7.1	0.0	0.0	27	61.5	14	13			
		BRISTOL		EASYJET AIRLINE COMPANY LTD		S	D	14	0	0	0.0	0.0	71.4	14.3	0.0	7.1	0.0	7.1	0.0	0.0	24	76.9	10	13		
		GATWICK		BRITISH AIRWAYS PLC		S	A	5	0	0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	6	0.0	0	0				
		GATWICK		BRITISH AIRWAYS PLC		S	D	5	0	0	0.0	40.0	40.0	0.0	20.0	0.0	0.0	0.0	10	0.0	0	0				
		GATWICK		EASYJET AIRLINE COMPANY LTD		S	A	48	0	0	10.4	33.3	25.0	14.6	14.6	0.0	0.0	0.0	2.1	0.0	0.0	21	63.3	16	49	
		GATWICK		EASYJET AIRLINE COMPANY LTD		S	D	48	0	0	0.0	16.7	64.6	10.4	8.3	0.0	0.0	0.0	9	79.6	11	49				
		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	70.6	8	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	82.4	9	17				
		HEATHROW		BRITISH AIRWAYS PLC		S	A	47	0	0	19.1	44.7	25.5	2.1	4.3	0.0	0.0	4.3	0.0	0.0	16	91.3	5	46		
		HEATHROW		BRITISH AIRWAYS PLC		S	D	47	0	0	0.0	40.4	40.4	14.9	2.1	0.0	0.0	2.1	0.0	0.0	12	87.0	9	46		

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	95.0	2	20		
	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	85.0	6	20		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	15.4	53.8	7.7	23.1	0.0	0.0	0.0	0.0	0.0	17	88.9	9	9		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	9	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	82.6	9	23		
	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	82.6	14	23		
<b>TOTAL GIBRALTAR</b>					<b>254</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>28.0</b>	<b>44.1</b>	<b>10.2</b>	<b>8.3</b>	<b>0.4</b>	<b>0.4</b>	<b>1.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>79.2</b>	<b>11</b>	<b>390</b>	
GIRONA																							
	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	100.0	0	2		
	BELFAST 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	2	100.0	0	2		
	BELFAST INTERNATIONAL	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	10	88.9	5	9		
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	24	77.8	9	9		
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	22.2	22.2	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	19	88.9	11	9		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	22	55.6	23	9		
	BIRMINGHAM	RYANAIR	S	A	14	0	0	0.0	50.0	28.6	0.0	14.3	7.1	0.0	0.0	0.0	0.0	13	71.4	12	14		
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	0.0	69.2	7.7	15.4	7.7	0.0	0.0	0.0	0.0	17	78.6	19	14		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES 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	8	0.0	0	0		
	BIRMINGHAM	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	30	100.0	6	2		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	20	75.0	12	4		
	BOURNEMOUTH	RYANAIR	S	A	17	0	0	0.0	64.7	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	3	18		
	BOURNEMOUTH	RYANAIR	S	D	17	0	0	0.0	17.6	70.6	5.9	0.0	0.0	0.0	5.9	0.0	0.0	23	88.9	5	18		
	BRISTOL	RYANAIR	S	A	22	0	0	4.5	31.8	18.2	9.1	22.7	13.6	0.0	0.0	0.0	0.0	25	59.1	19	22		
	BRISTOL	RYANAIR	S	D	22	0	0	0.0	4.5	31.8	22.7	27.3	9.1	4.5	0.0	0.0	0.0	35	50.0	24	22		
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	37	0.0	0	0		
	BRISTOL	THOMAS COOK AIRLINES 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	17	0.0	0	0		
	BRISTOL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1		
	BRISTOL	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	22	50.0	15	2		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	7	0	0	42.9	14.3	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	15	88.9	3	9		

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late							
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	8	0	0	0.0	12.5	37.5	0.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	39	88.9	6	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	9	0	0	0.0	0.0	33.3	11.1	11.1	22.2	22.2	0.0	0.0	0.0	0.0	64	44.4	26	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	0.0	0.0	33.3	22.2	11.1	0.0	33.3	0.0	0.0	0.0	95	22.2	34	9			
EDINBURGH	JET2.COM LTD	S A	8	0	0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	55.6	18	9			
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	44.4	17	9			
EDINBURGH	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	21	87.5	10	8			
EDINBURGH	RYANAIR	S D	9	0	0	0.0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	38	50.0	24	8			
GLASGOW	JET2.COM LTD	S A	6	0	0	0.0	66.7	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	77.8	12	9			
GLASGOW	JET2.COM LTD	S D	6	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	9			
LEEDS BRADFORD	JET2.COM LTD	S A	8	0	0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	13	9			
LEEDS BRADFORD	JET2.COM LTD	S D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	88.9	11	9			
LEEDS BRADFORD	RYANAIR	S A	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	8	9			
LEEDS BRADFORD	RYANAIR	S D	8	0	0	0.0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	55.6	13	9			
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	9	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	12	9			
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	9	0	0	0.0	22.2	44.4	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	88.9	4	9			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	3	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0			
GATWICK	TAG AVIATION (UK) 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	110	0.0	0	0			
GATWICK	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	48	100.0	3	6			
GATWICK	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	85.7	38	7			
LUTON	RYANAIR	S A	13	0	0	15.4	38.5	30.8	7.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	32	78.6	16	14			
LUTON	RYANAIR	S D	13	0	0	0.0	7.7	53.8	15.4	15.4	0.0	0.0	0.0	7.7	0.0	0.0	45	78.6	21	14			
STANSTED	JET2.COM LTD	S A	9	0	0	11.1	55.6	0.0	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	32	100.0	7	2			
STANSTED	JET2.COM LTD	S D	9	0	0	0.0	33.3	33.3	11.1	11.1	0.0	0.0	11.1	0.0	0.0	0.0	33	100.0	0	2			
STANSTED	RYANAIR	S A	21	0	0	4.8	66.7	14.3	4.8	4.8	0.0	0.0	0.0	4.8	0.0	0.0	31	81.8	8	22			
STANSTED	RYANAIR	S D	21	0	0	0.0	0.0	33.3	19.0	23.8	19.0	0.0	4.8	0.0	0.0	0.0	41	59.1	17	22			
MANCHESTER	JET2.COM LTD	S A	10	0	0	50.0	40.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	6	78.6	7	14			
MANCHESTER	JET2.COM LTD	S D	10	0	0	0.0	30.0	60.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8	85.7	7	14			
MANCHESTER	RYANAIR	S A	14	0	0	35.7	35.7	14.3	0.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	11	92.3	2	13			
MANCHESTER	RYANAIR	S D	14	0	0	0.0	14.3	42.9	7.1	14.3	14.3	7.1	0.0	0.0	0.0	0.0	33	76.9	8	13			
MANCHESTER	THOMAS COOK AIRLINES 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	45	0.0	0	0			

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	THOMAS COOK AIRLINES 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	21	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	C	A	6	0	0	0.0	33.3	0.0	33.3	0.0	16.7	16.7	0.0	0.0	0.0	0.0	51	100.0	5	7	
	MANCHESTER	TUI AIRWAYS LTD	C	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	20	100.0	2	9	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	11.1	44.4	0.0	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	33	100.0	1	11	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	55.6	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	35	90.9	7	11	
	NEWCASTLE	RYANAIR	S	A	9	0	0	0.0	55.6	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	21	100.0	2	9	
	NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	47	66.7	13	9	
<b>TOTAL GIRONA</b>					<b>510</b>	<b>0</b>	<b>0</b>	<b>5.7</b>	<b>26.5</b>	<b>33.3</b>	<b>12.4</b>	<b>10.4</b>	<b>7.6</b>	<b>2.2</b>	<b>1.4</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>76.3</b>	<b>12</b>	<b>498</b>	
GLASGOW																							
	ABERDEEN	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	5	1	
	ABERDEEN	LOGANAIR LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	ABERDEEN	LOGANAIR LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	109	0	1	24.5	51.8	12.7	1.8	4.5	2.7	0.9	0.0	0.0	0.0	0.9	7	79.4	10	135	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	109	0	1	0.0	67.3	22.7	1.8	4.5	2.7	0.0	0.0	0.0	0.0	0.9	6	83.1	9	135	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	92	0	0	7.6	40.2	33.7	3.3	7.6	6.5	1.1	0.0	0.0	0.0	0.0	13	84.2	9	95	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	0.0	26.1	50.0	5.4	9.8	7.6	1.1	0.0	0.0	0.0	0.0	16	82.1	13	95	
	BIRMINGHAM	FLYBE LTD	S	A	179	0	5	4.9	50.5	29.3	2.7	5.4	3.3	1.1	0.0	0.0	0.0	2.7	9	79.3	11	177	
	BIRMINGHAM	FLYBE LTD	S	D	179	0	5	0.0	19.6	50.0	10.9	6.5	7.1	3.3	0.0	0.0	0.0	2.7	19	74.3	16	177	
	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	0.0	34	100.0	4	2	
	BIRMINGHAM	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	45	1	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	3.4	26.1	39.8	10.2	10.2	6.8	1.1	2.3	0.0	0.0	0.0	22	61.7	21	93	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	1.1	20.2	38.2	19.1	11.2	6.7	1.1	2.2	0.0	0.0	0.0	24	51.1	24	93	
	CARDIFF WALES	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	40	1	
	CARDIFF WALES	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	13	0.0	0	0	
	CARDIFF WALES	AURIGNY AIR SERVICES	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	
	CARDIFF WALES	BH AIR	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	CARDIFF WALES	FLYBE LTD	S	A	18	0	0	0.0	61.1	16.7	11.1	5.6	0.0	5.6	0.0	0.0	0.0	0.0	17	94.1	3	17	
	CARDIFF WALES	FLYBE LTD	S	D	18	0	0	0.0	50.0	33.3	11.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	15	94.1	2	17	
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	A	73	0	0	2.7	60.3	23.3	4.1	5.5	2.7	1.4	0.0	0.0	0.0	0.0	10	89.7	7	78	
	EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S	D	72	0	1	0.0	41.1	46.6	1.4	2.7	4.1	2.7	0.0	0.0	0.0	1.4	12	80.8	10	78	

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)
EDINBURGH	LOGANAIR LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	112	1
EXETER	FLYBE LTD	S A	31	0	0	0.0	22.6	58.1	9.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	90.0	5	30
EXETER	FLYBE LTD	S D	31	0	0	0.0	9.7	61.3	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	13	83.9	7	31
ISLE OF MAN	EASTERN AIRWAYS	S A	22	0	3	12.0	36.0	20.0	12.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	12.0	9	0.0	0	0
ISLE OF MAN	EASTERN AIRWAYS	S D	22	0	3	0.0	44.0	32.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	12.0	9	0.0	0	0
JERSEY	EASYJET AIRLINE COMPANY LTD	S A	18	0	0	0.0	50.0	11.1	22.2	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	23	47.1	19	17
JERSEY	EASYJET AIRLINE COMPANY LTD	S D	18	0	0	0.0	33.3	22.2	16.7	16.7	5.6	0.0	5.6	0.0	0.0	0.0	0.0	26	29.4	24	17
JERSEY	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	0.0	45	0.0	19	1
JERSEY	FLYBE 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	56	0.0	42	1
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	0.0	0	71.8	22	36
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	0.0	0	66.7	26	36
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	0.0	0	100.0	9	1
GATWICK	BRITISH AIRWAYS PLC	S A	103	0	2	25.7	41.9	16.2	6.7	3.8	3.8	0.0	0.0	0.0	0.0	0.0	1.9	8	84.3	7	101
GATWICK	BRITISH AIRWAYS PLC	S D	104	0	1	0.0	56.2	26.7	6.7	4.8	2.9	1.9	0.0	0.0	0.0	0.0	1.0	10	85.1	8	101
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	104	0	2	13.2	35.8	23.6	7.5	5.7	6.6	5.7	0.0	0.0	0.0	0.0	1.9	19	70.5	14	111
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	104	0	2	0.0	21.7	37.7	16.0	12.3	6.6	2.8	0.9	0.0	0.0	0.0	1.9	24	63.1	20	111
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	C A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	13	4
GATWICK	VIRGIN ATLANTIC 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	0.0	52	100.0	0	1
HEATHROW	BRITISH AIRWAYS PLC	S A	285	0	1	21.3	50.3	18.2	4.9	1.7	3.1	0.0	0.0	0.0	0.0	0.0	0.3	6	87.9	9	289
HEATHROW	BRITISH AIRWAYS PLC	S D	285	0	1	0.0	34.3	46.9	9.4	4.2	4.2	0.7	0.0	0.0	0.0	0.0	0.3	10	83.7	11	289
LONDON CITY	BA CITYFLYER LTD	S A	164	0	6	14.1	37.1	26.5	7.6	5.9	3.5	1.8	0.0	0.0	0.0	0.0	3.5	12	92.8	3	167
LONDON CITY	BA CITYFLYER LTD	S D	167	0	5	0.0	47.7	27.9	7.0	7.0	5.2	2.3	0.0	0.0	0.0	0.0	2.9	13	86.9	7	168
LUTON	EASYJET AIRLINE COMPANY LTD	S A	73	0	2	24.0	25.3	25.3	8.0	5.3	8.0	1.3	0.0	0.0	0.0	0.0	2.7	16	79.2	14	72
LUTON	EASYJET AIRLINE COMPANY LTD	S D	73	0	2	0.0	29.3	34.7	16.0	5.3	9.3	2.7	0.0	0.0	0.0	0.0	2.7	21	76.1	16	71
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	89	0	0	5.6	42.7	28.1	7.9	6.7	6.7	2.2	0.0	0.0	0.0	0.0	0.0	15	89.4	5	85
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	89	0	0	0.0	29.2	34.8	15.7	10.1	7.9	2.2	0.0	0.0	0.0	0.0	0.0	20	83.5	8	85
STANSTED	RYANAIR	S A	78	0	3	3.7	22.2	28.4	18.5	16.0	7.4	0.0	0.0	0.0	0.0	0.0	3.7	20	86.4	10	81

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	78	0	3	0.0	4.9	40.7	11.1	27.2	12.3	0.0	0.0	0.0	0.0	3.7	29	76.5	10	81	
	STANSTED	STOBART 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	0.0	13	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	A	75	0	0	6.7	49.3	25.3	8.0	4.0	6.7	0.0	0.0	0.0	0.0	0.0	11	80.9	11	88	
	MANCHESTER	FLYBE LTD	S	D	75	0	0	0.0	34.7	50.7	5.3	5.3	4.0	0.0	0.0	0.0	0.0	0.0	8	84.1	11	86	
	MANCHESTER	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	5	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	A	126	0	0	6.3	48.4	30.2	7.1	5.6	2.4	0.0	0.0	0.0	0.0	0.0	7	87.2	7	164	
	SOUTHAMPTON	FLYBE LTD	S	D	126	0	0	0.8	34.1	38.9	13.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	12	86.0	9	164	
	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	0.0	7	0.0	0	0	
	SOUTHEND	STOBART AIR	S	A	42	0	4	2.2	43.5	21.7	10.9	4.3	2.2	2.2	0.0	4.3	0.0	8.7	82	0.0	0	0	
	SOUTHEND	STOBART AIR	S	D	43	0	3	8.7	28.3	32.6	10.9	6.5	4.3	2.2	0.0	0.0	0.0	6.5	14	0.0	0	0	
<b>TOTAL GLASGOW</b>					<b>3555</b>	<b>0</b>	<b>56</b>	<b>6.2</b>	<b>38.2</b>	<b>32.3</b>	<b>8.4</b>	<b>6.7</b>	<b>5.0</b>	<b>1.3</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>1.6</b>	<b>14</b>	<b>80.8</b>	<b>11</b>	<b>3686</b>	
GOA																							
	MANCHESTER	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	
<b>TOTAL GOA</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>	
GOTEBORG (LANDVETTER)																							
	BIRMINGHAM	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	76.2	26	21	
	BIRMINGHAM	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	61.9	14	21	
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	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	64	0.0	0	0	
	BRISTOL	BMI REGIONAL	S	A	5	0	0	40.0	40.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	14	0.0	68	1	
	BRISTOL	BMI REGIONAL	S	D	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	29	0.0	0	0	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	24	88.9	5	9	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	0.0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	37	44.4	20	9	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	75.0	10	4	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	8	0	0	0.0	50.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	19	100.0	1	4	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	41	0	0	0.0	34.1	31.7	19.5	4.9	7.3	2.4	0.0	0.0	0.0	0.0	17	82.0	8	50	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	41	0	0	0.0	12.2	36.6	19.5	17.1	14.6	0.0	0.0	0.0	0.0	0.0	25	56.0	18	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	1	30.5	46.3	15.9	2.4	2.4	1.2	0.0	0.0	0.0	0.0	1.2	3	96.2	5	79	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	1	0.0	46.3	37.8	9.8	1.2	2.4	1.2	0.0	0.0	0.0	1.2	8	85.9	7	78	
	STANSTED	RYANAIR	S	A	39	0	0	17.9	30.8	25.6	12.8	7.7	2.6	2.6	0.0	0.0	0.0	0.0	13	90.9	11	44	
	STANSTED	RYANAIR	S	D	39	0	0	0.0	5.1	33.3	23.1	30.8	7.7	0.0	0.0	0.0	0.0	0.0	27	77.3	10	44	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	10	0	2	0.0	25.0	25.0	8.3	16.7	8.3	0.0	0.0	0.0	0.0	16.7	16	0.0	0	0	
<b>TOTAL GOTEBORG (LANDVETTER)</b>					<b>376</b>	<b>0</b>	<b>5</b>	<b>9.4</b>	<b>31.8</b>	<b>27.6</b>	<b>12.9</b>	<b>10.5</b>	<b>5.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>80.7</b>	<b>11</b>	<b>414</b>	

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

		Origin/Destinations: G																	MAY 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
GRANADA																						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	35.7	14.3	14.3	7.1	7.1	7.1	7.1	0.0	0.0	0.0	45	92.3	9	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	14.3	50.0	21.4	7.1	0.0	0.0	7.1	0.0	0.0	0.0	34	76.9	10	13
	LONDON CITY	BA CITYFLYER LTD	S	A	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	6	69.2	14	13
	LONDON CITY	BA CITYFLYER LTD	S	D	12	0	0	0.0	25.0	41.7	25.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	17	53.8	20	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
<b>TOTAL GRANADA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>30.9</b>	<b>33.8</b>	<b>14.7</b>	<b>4.4</b>	<b>2.9</b>	<b>1.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>73.1</b>	<b>13</b>	<b>52</b>
GRAND CAYMAN																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	58.8	29.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	13	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	0.0	23.5	41.2	17.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	22	94.1	4	17
<b>TOTAL GRAND CAYMAN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>29.4</b>	<b>26.5</b>	<b>23.5</b>	<b>11.8</b>	<b>2.9</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>12</b>	<b>85.7</b>	<b>9</b>	<b>35</b>
GRAZ																						
	BIRMINGHAM	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
	BIRMINGHAM	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	14	1
	BIRMINGHAM	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	73.3	10	14
	BIRMINGHAM	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	73.3	11	15
<b>TOTAL GRAZ</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>31</b>
GRENADA																						
	GATWICK	BRITISH AIRWAYS PLC	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	100.0	2	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	6	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33.3	0.0	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	0	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25	100.0	2	5
<b>TOTAL GRENADA</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>41.9</b>	<b>32.3</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>0.0</b>	<b>6</b>	<b>93.5</b>	<b>2</b>	<b>31</b>
GRENOBLE																						
	STANSTED	RYANAIR	S	A	13	0	0	30.8	23.1	7.7	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	21	0.0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	0.0	23.1	46.2	0.0	23.1	7.7	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
<b>TOTAL GRENOBLE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>15.4</b>	<b>23.1</b>	<b>26.9</b>	<b>7.7</b>	<b>19.2</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
GRONINGEN																						
	SOUTHEND	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
	SOUTHEND	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	0	1

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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	STOBART AIR	S	A	76	1	2	5.1	44.3	24.1	8.9	6.3	3.8	3.8	0.0	0.0	1.3	2.5	15	88.6	6	35	
	SOUTHEND	STOBART AIR	S	D	77	0	2	1.3	43.0	31.6	7.6	6.3	6.3	1.3	0.0	0.0	0.0	2.5	13	88.6	5	35	
<b>TOTAL GRONINGEN</b>					<b>153</b>	<b>1</b>	<b>4</b>	<b>3.2</b>	<b>43.7</b>	<b>27.8</b>	<b>8.2</b>	<b>6.3</b>	<b>5.1</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>2.5</b>	<b>14</b>	<b>88.9</b>	<b>5</b>	<b>72</b>	
GUANGZHOU BAIYUN INTERNATIONAL																							
	HEATHROW	CHINA SOUTHERN	S	A	31	0	0	41.9	29.0	19.4	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	80.6	11	31	
	HEATHROW	CHINA SOUTHERN	S	D	31	0	0	32.3	58.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	31	
<b>TOTAL GUANGZHOU BAIYUN INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>37.1</b>	<b>43.5</b>	<b>12.9</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>90.3</b>	<b>6</b>	<b>62</b>	
GUERNSEY																							
	BIRMINGHAM	FLYBE LTD	S	A	23	0	1	25.0	41.7	16.7	4.2	0.0	4.2	4.2	0.0	0.0	0.0	4.2	13	39.1	38	22	
	BIRMINGHAM	FLYBE LTD	S	D	22	0	1	0.0	17.4	65.2	8.7	0.0	0.0	4.3	0.0	0.0	0.0	4.3	12	58.1	21	31	
	BRISTOL	AURIGNY AIR SERVICES	S	A	31	0	0	3.2	61.3	19.4	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	85.7	9	27	
	BRISTOL	AURIGNY AIR SERVICES	S	D	31	0	0	9.7	64.5	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	78.6	12	27	
	CARDIFF WALES	BLUE ISLANDS LIMITED	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	76.9	24	13	
	CARDIFF WALES	BLUE ISLANDS LIMITED	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	76.9	23	13	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	A	21	0	0	0.0	81.0	9.5	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5	88.5	7	26	
	EAST MIDLANDS INTERNATIONAL	AURIGNY AIR SERVICES	S	D	21	0	0	0.0	28.6	47.6	4.8	14.3	4.8	0.0	0.0	0.0	0.0	0.0	12	69.2	13	26	
	EXETER	FLYBE LTD	S	A	26	0	1	14.8	63.0	3.7	7.4	7.4	0.0	0.0	0.0	0.0	3.7	6	63.0	17	27		
	EXETER	FLYBE LTD	S	D	32	0	0	0.0	21.9	53.1	12.5	3.1	9.4	0.0	0.0	0.0	0.0	0.0	14	84.4	7	30	
	GLASGOW	LOGANAIR LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	GLASGOW	LOGANAIR LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	JERSEY	BLUE ISLANDS LIMITED	S	A	129	0	3	11.4	50.8	22.7	8.3	2.3	2.3	0.0	0.0	0.0	0.0	2.3	7	83.2	11	130	
	JERSEY	BLUE ISLANDS LIMITED	S	D	132	0	2	0.0	63.4	26.1	4.5	2.2	1.5	0.0	0.7	0.0	0.0	1.5	7	86.4	10	128	
	JERSEY	FLYBE LTD	S	A	52	0	2	13.0	35.2	22.2	18.5	7.4	0.0	0.0	0.0	0.0	3.7	8	0.0	0	0		
	LEEDS BRADFORD	AURIGNY AIR SERVICES	S	A	4	0	0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	19	
	LEEDS BRADFORD	AURIGNY AIR SERVICES	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	2	19	
	GATWICK	AURIGNY AIR SERVICES	S	A	177	0	1	4.5	53.9	24.7	3.9	3.4	4.5	3.9	0.6	0.0	0.0	0.6	14	86.5	10	175	
	GATWICK	AURIGNY AIR SERVICES	S	D	177	0	1	0.0	31.5	42.7	7.3	5.6	5.6	3.9	2.8	0.0	0.0	0.6	24	74.9	20	176	
	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	95.8	2	48	
	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	87.5	6	48	



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

Origin/Destinations: G

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	AURIGNY AIR SERVICES	S	A	31	0	0	12.9	35.5	29.0	16.1	3.2	0.0	3.2	0.0	0.0	0.0	0.0	11	85.2	5	26	
	STANSTED	AURIGNY AIR SERVICES	S	D	31	0	0	0.0	25.8	45.2	12.9	9.7	3.2	3.2	0.0	0.0	0.0	0.0	17	66.7	10	26	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	62	0	0	9.7	56.5	16.1	3.2	12.9	1.6	0.0	0.0	0.0	0.0	0.0	9	89.5	6	57	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	62	0	0	1.6	45.2	35.5	1.6	12.9	3.2	0.0	0.0	0.0	0.0	0.0	10	86.0	7	57	
	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	0.0	37	1	
	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	87.2	9	125	
	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	81.0	19	126	
	SOUTHAMPTON	FLYBE LTD	S	A	127	0	1	11.7	59.4	20.3	1.6	3.9	0.0	2.3	0.0	0.0	0.0	0.8	6	0.0	0	0	
	SOUTHAMPTON	FLYBE LTD	S	D	127	0	2	0.8	46.5	39.5	4.7	5.4	1.6	0.0	0.0	0.0	0.0	1.6	6	0.0	0	0	
<b>TOTAL GUERNSEY</b>					<b>1326</b>	<b>0</b>	<b>15</b>	<b>5.3</b>	<b>48.1</b>	<b>29.5</b>	<b>6.4</b>	<b>5.0</b>	<b>2.5</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>11</b>	<b>82.1</b>	<b>12</b>	<b>1403</b>	

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

		Origin/Destinations: H																	MAY 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	
HAHN		EDINBURGH	RYANAIR	S	A	14	0	0	7.1	7.1	57.1	0.0	14.3	7.1	7.1	0.0	0.0	0.0	24	61.5	11	13	
		EDINBURGH	RYANAIR	S	D	14	0	0	0.0	0.0	42.9	35.7	7.1	7.1	7.1	0.0	0.0	0.0	31	69.2	13	13	
		STANSTED	RYANAIR	S	A	32	0	1	3.0	51.5	30.3	6.1	3.0	0.0	3.0	0.0	0.0	3.0	10	100.0	1	31	
		STANSTED	RYANAIR	S	D	31	0	0	0.0	6.5	67.7	16.1	3.2	0.0	3.2	3.2	0.0	0.0	22	100.0	4	31	
<b>TOTAL HAHN</b>						<b>91</b>	<b>0</b>	<b>1</b>	<b>2.2</b>	<b>21.7</b>	<b>48.9</b>	<b>13.0</b>	<b>5.4</b>	<b>2.2</b>	<b>4.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.1</b>	<b>19</b>	<b>89.8</b>	<b>5</b>	<b>88</b>
HALIFAX INT		GLASGOW	WEST JET 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	14	0.0	0	0	
		GLASGOW	WEST JET 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	7	0.0	0	0	
		GATWICK	WEST JET AIRLINES	S	A	26	0	1	7.4	37.0	25.9	22.2	3.7	0.0	0.0	0.0	0.0	3.7	8	0.0	0	0	
		GATWICK	WEST JET AIRLINES	S	D	29	0	0	0.0	13.8	51.7	27.6	6.9	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
		HEATHROW	AIR CANADA	S	A	27	0	0	18.5	14.8	33.3	25.9	3.7	0.0	3.7	0.0	0.0	0.0	17	44.0	38	25	
		HEATHROW	AIR CANADA	S	D	27	0	0	0.0	18.5	48.1	18.5	3.7	7.4	0.0	3.7	0.0	0.0	23	48.0	24	25	
<b>TOTAL HALIFAX INT</b>						<b>111</b>	<b>0</b>	<b>1</b>	<b>6.3</b>	<b>20.5</b>	<b>41.1</b>	<b>23.2</b>	<b>4.5</b>	<b>1.8</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.9</b>	<b>15</b>	<b>46.0</b>	<b>31</b>	<b>50</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	0.0	0	100.0	5	1	
		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		BIRMINGHAM	FLYBE LTD	S	A	26	0	0	42.3	34.6	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
		BIRMINGHAM	FLYBE LTD	S	D	26	0	0	0.0	11.5	53.8	26.9	3.8	3.8	0.0	0.0	0.0	0.0	13	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	87.5	4	8		
		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	75.0	9	8		
		BRISTOL	BMI REGIONAL	S	A	22	0	4	3.8	38.5	15.4	7.7	3.8	11.5	3.8	0.0	0.0	15.4	24	28.6	36	27	
		BRISTOL	BMI REGIONAL	S	D	22	0	4	0.0	15.4	38.5	11.5	3.8	11.5	3.8	0.0	0.0	15.4	25	46.4	27	26	
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	5.9	23.5	35.3	17.6	17.6	0.0	0.0	0.0	0.0	27	61.5	19	26	
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	5.9	41.2	17.6	35.3	0.0	0.0	0.0	0.0	0.0	21	42.3	19	26	
		EDINBURGH	RYANAIR	S	A	18	0	0	0.0	22.2	50.0	16.7	11.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
		EDINBURGH	RYANAIR	S	D	18	0	0	0.0	5.6	66.7	16.7	11.1	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0	
		JERSEY	EUROWINGS LUFTVERKEHRS	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	4	0.0	0	0	
		JERSEY	EUROWINGS LUFTVERKEHRS	S	D	4	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
		JERSEY	SMALL PLANET AIRLINES GERMANY	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	90	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	77.8	11	18	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H													MAY 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	D	0	0	0	0.0	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							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	57	0	1	17.2	17.2	22.4	24.1	10.3	3.4	3.4	0.0	0.0	0.0	1.7	20	60.3	17	57							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	1	0.0	29.3	37.9	20.7	6.9	3.4	0.0	0.0	0.0	0.0	1.7	14	58.6	19	58							
HEATHROW	BRITISH AIRWAYS PLC	S	A	138	0	2	16.4	51.4	20.7	4.3	3.6	0.7	1.4	0.0	0.0	0.0	1.4	7	81.1	11	148							
HEATHROW	BRITISH AIRWAYS PLC	S	D	138	0	2	0.0	47.1	38.6	5.7	3.6	2.9	0.7	0.0	0.0	0.0	1.4	8	86.5	9	148							
HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	84	0	1	7.1	49.4	23.5	4.7	7.1	7.1	0.0	0.0	0.0	0.0	1.2	11	84.7	10	59							
HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	84	0	1	0.0	22.4	42.4	12.9	11.8	9.4	0.0	0.0	0.0	0.0	1.2	18	78.0	12	59							
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	88.5	5	26								
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	88.5	5	26								
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	62.1	12	29								
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	67.7	14	31								
STANSTED	RYANAIR	S	A	60	0	2	11.3	54.8	8.1	9.7	3.2	6.5	0.0	1.6	1.6	0.0	3.2	24	87.1	23	62							
STANSTED	RYANAIR	S	D	60	0	2	0.0	11.3	37.1	17.7	17.7	6.5	4.8	1.6	0.0	0.0	3.2	29	88.7	6	62							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	25	0	2	0.0	18.5	18.5	22.2	14.8	11.1	3.7	3.7	0.0	0.0	7.4	37	65.3	15	48							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	25	0	2	0.0	29.6	22.2	7.4	14.8	14.8	0.0	3.7	0.0	0.0	7.4	32	71.4	12	49							
MANCHESTER	EUROWINGS LUFTVERKEHRS	S	A	30	0	0	10.0	46.7	16.7	10.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	14	92.0	3	25							
MANCHESTER	EUROWINGS LUFTVERKEHRS	S	D	30	0	0	0.0	36.7	23.3	6.7	20.0	13.3	0.0	0.0	0.0	0.0	0.0	22	92.0	3	25							
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	93.8	2	16								
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	93.8	3	16								
MANCHESTER	RYANAIR	S	A	31	0	0	0.0	22.6	64.5	6.5	3.2	0.0	0.0	3.2	0.0	0.0	0.0	17	71.0	11	31							
MANCHESTER	RYANAIR	S	D	31	0	0	0.0	19.4	74.2	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	96.8	4	31							
<b>TOTAL HAMBURG</b>				<b>1025</b>	<b>0</b>	<b>24</b>	<b>5.9</b>	<b>33.8</b>	<b>31.8</b>	<b>11.2</b>	<b>8.0</b>	<b>5.2</b>	<b>1.0</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>2.3</b>	<b>16</b>	<b>76.7</b>	<b>12</b>	<b>1165</b>							
HANOI																												
HEATHROW	VIETNAM AIRLINES	S	A	14	0	0	78.6	0.0	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.9	2	14							
HEATHROW	VIETNAM AIRLINES	S	D	14	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	78.6	7	14							
<b>TOTAL HANOI</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>39.3</b>	<b>21.4</b>	<b>28.6</b>	<b>10.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>85.7</b>	<b>4</b>	<b>28</b>							
HANOVER																												
BIRMINGHAM	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	18	1							
BIRMINGHAM	FLYBE LTD	S	A	28	0	0	50.0	21.4	14.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	7	90.6	6	31							
BIRMINGHAM	FLYBE LTD	S	D	27	0	0	0.0	11.1	74.1	3.7	3.7	7.4	0.0	0.0	0.0	0.0	0.0	11	77.4	10	31							

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

		Origin/Destinations: H																	MAY 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
	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	32	1
	JERSEY	SMALL PLANET AIRLINES GERMANY	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	1	38.6	44.3	10.2	2.3	3.4	0.0	0.0	0.0	0.0	0.0	1.1	2	95.6	5	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	1	0.0	47.7	35.2	5.7	5.7	3.4	1.1	0.0	0.0	0.0	1.1	9	91.1	7	90
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	26	0	1	0.0	7.4	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	3.7	27	0.0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	26	0	1	0.0	3.7	37.0	7.4	25.9	22.2	0.0	0.0	0.0	0.0	3.7	35	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	86.4	5	22
	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	90.9	5	22
	MANCHESTER	FLYBE LTD	S	A	26	0	1	18.5	29.6	11.1	11.1	7.4	14.8	3.7	0.0	0.0	0.0	3.7	25	87.1	10	31
	MANCHESTER	FLYBE LTD	S	D	26	0	1	0.0	0.0	51.9	7.4	22.2	14.8	0.0	0.0	0.0	0.0	3.7	27	77.4	13	31
	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	100.0	15	1	
<b>TOTAL HANOVER</b>					<b>334</b>	<b>0</b>	<b>6</b>	<b>15.6</b>	<b>29.7</b>	<b>29.7</b>	<b>6.8</b>	<b>8.8</b>	<b>7.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>13</b>	<b>88.6</b>	<b>7</b>	<b>351</b>
HAVANA																						
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33.3	0.0	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	19	55.6	17	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	43	88.9	9	9
<b>TOTAL HAVANA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>5.6</b>	<b>44.4</b>	<b>5.6</b>	<b>5.6</b>	<b>22.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>31</b>	<b>72.2</b>	<b>13</b>	<b>18</b>
HAWARDEN																						
	BRISTOL	EASTERN AIRWAYS	C	A	16	0	0	6.3	62.5	18.8	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	95.8	4	24
	BRISTOL	EASTERN AIRWAYS	C	D	17	0	0	5.9	47.1	29.4	0.0	11.8	0.0	5.9	0.0	0.0	0.0	0.0	14	79.2	11	24
<b>TOTAL HAWARDEN</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>6.1</b>	<b>54.5</b>	<b>24.2</b>	<b>0.0</b>	<b>12.1</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>10</b>	<b>87.5</b>	<b>7</b>	<b>48</b>
HEATHROW																						
	ABERDEEN	BRITISH AIRWAYS PLC	S	A	195	0	2	9.6	56.9	23.9	3.0	3.0	2.0	0.0	0.5	0.0	0.0	1.0	6	89.4	6	218
	ABERDEEN	BRITISH AIRWAYS PLC	S	D	195	0	2	2.5	61.4	22.8	6.6	3.0	2.0	0.0	0.5	0.0	0.0	1.0	7	88.5	6	217
	ABERDEEN	FLYBE LTD	S	A	84	0	0	60.7	28.6	4.8	2.4	2.4	1.2	0.0	0.0	0.0	0.0	0.0	3	95.1	3	81
	ABERDEEN	FLYBE LTD	S	D	86	0	0	0.0	51.2	30.2	11.6	3.5	3.5	0.0	0.0	0.0	0.0	0.0	9	80.2	13	81
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	93	0	0	34.4	41.9	19.4	1.1	1.1	2.2	0.0	0.0	0.0	0.0	0.0	4	96.8	2	93
	BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	93	0	0	3.2	60.2	25.8	6.5	2.2	2.2	0.0	0.0	0.0	0.0	0.0	5	95.7	2	92
	BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	A	134	0	1	8.1	49.6	29.6	4.4	4.4	3.0	0.0	0.0	0.0	0.0	0.7	6	91.7	5	140
	BELFAST CITY (GEORGE BEST)	BRITISH AIRWAYS PLC	S	D	133	0	2	5.9	62.2	20.0	4.4	4.4	1.5	0.0	0.0	0.0	0.0	1.5	5	89.0	7	140

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

		Origin/Destinations: H																				
		NUMBER OF FLIGHTS							PERCENTAGE OF FLIGHTS LATE											MAY 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
								early	early	late	m late	m late	m late	m late	m late	late	Unmat	Can	(mins)	m	(mins)	Mat
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	311	0	6	5.0	40.4	34.4	8.8	6.0	2.2	0.6	0.6	0.0	0.0	1.9	11	86.0	8	332
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	310	0	7	1.3	51.7	27.4	9.8	5.7	1.3	0.3	0.3	0.0	0.0	2.2	8	84.0	9	332
	EDINBURGH	FLYBE LTD	S	A	120	0	0	25.0	52.5	12.5	1.7	4.2	3.3	0.8	0.0	0.0	0.0	0.0	7	94.6	5	112
	EDINBURGH	FLYBE LTD	S	D	120	0	0	0.0	20.0	65.0	5.8	5.0	4.2	0.0	0.0	0.0	0.0	0.0	10	82.1	9	112
	GLASGOW	BRITISH AIRWAYS PLC	S	A	285	0	1	4.2	44.4	35.0	7.3	4.9	3.8	0.0	0.0	0.0	0.0	0.3	9	85.9	8	290
	GLASGOW	BRITISH AIRWAYS PLC	S	D	285	0	1	1.0	64.7	22.7	5.9	2.1	2.8	0.3	0.0	0.0	0.0	0.3	6	86.9	10	289
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	A	43	0	0	7.0	58.1	25.6	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.1	5	82
	LEEDS BRADFORD	BRITISH AIRWAYS PLC	S	D	43	0	0	2.3	60.5	27.9	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	83.5	8	81
	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
	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	458	1
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	229	0	2	6.9	49.4	27.7	8.7	4.3	1.7	0.4	0.0	0.0	0.0	0.9	7	81.4	9	228
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	228	0	3	2.6	58.9	21.6	10.0	4.3	0.9	0.4	0.0	0.0	0.0	1.3	7	83.5	9	228
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	168	0	3	4.7	49.7	26.3	9.9	3.5	3.5	0.0	0.6	0.0	0.0	1.8	9	83.4	7	157
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	168	0	3	0.6	49.7	38.6	5.3	1.8	1.8	0.6	0.0	0.0	0.0	1.8	6	91.1	10	157
<b>TOTAL HEATHROW</b>					<b>3323</b>	<b>0</b>	<b>34</b>	<b>6.8</b>	<b>50.9</b>	<b>27.8</b>	<b>6.9</b>	<b>3.8</b>	<b>2.3</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>7</b>	<b>86.9</b>	<b>8</b>	<b>3463</b>
HELSINKI																						
	EDINBURGH	FINNAIR	S	A	31	0	0	3.2	48.4	38.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	6	13
	EDINBURGH	FINNAIR	S	D	31	0	0	0.0	45.2	32.3	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	11	13
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	58	0	0	6.9	43.1	27.6	6.9	10.3	3.4	1.7	0.0	0.0	0.0	0.0	13	77.6	9	58
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	58	0	0	0.0	12.1	55.2	12.1	13.8	5.2	1.7	0.0	0.0	0.0	0.0	19	58.6	18	58
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	27.1	50.8	10.2	5.1	3.4	3.4	0.0	0.0	0.0	0.0	0.0	6	91.8	4	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	0.0	54.2	27.1	10.2	5.1	3.4	0.0	0.0	0.0	0.0	0.0	10	80.3	9	61
	HEATHROW	FINNAIR	S	A	155	0	0	20.0	47.7	22.6	3.9	3.2	2.6	0.0	0.0	0.0	0.0	0.0	5	87.7	6	155
	HEATHROW	FINNAIR	S	D	155	0	0	0.6	42.6	41.9	7.7	3.9	2.6	0.6	0.0	0.0	0.0	0.0	9	87.1	8	155
	MANCHESTER	FINNAIR	S	A	62	0	0	8.1	53.2	32.3	4.8	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	87.1	4	61
	MANCHESTER	FINNAIR	S	D	62	0	0	0.0	45.2	41.9	8.1	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	83.9	7	61
<b>TOTAL HELSINKI</b>					<b>730</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>44.4</b>	<b>32.6</b>	<b>7.5</b>	<b>4.8</b>	<b>2.3</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>83.5</b>	<b>8</b>	<b>696</b>
HERAKLION																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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				
BELFAST INTERNATIONAL	JET2.COM LTD	S D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
BIRMINGHAM	JET2.COM LTD	S A	10	0	0	10.0	0.0	50.0	10.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	25	50.0	29	10	
BIRMINGHAM	JET2.COM LTD	S D	10	0	0	0.0	0.0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	0.0	28	44.4	36	9	
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	33.3	27	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	44.4	22	9	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	11.1	22.2	11.1	22.2	11.1	22.2	0.0	0.0	0.0	0.0	51	80.0	12	5	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	33.3	0.0	22.2	11.1	22.2	0.0	0.0	0.0	0.0	55	20.0	35	5	
BIRMINGHAM	TUI AIRWAYS LTD	C A	10	0	0	0.0	30.0	30.0	10.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	28	50.0	22	4	
BIRMINGHAM	TUI AIRWAYS LTD	C D	10	0	0	0.0	20.0	50.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	27	40.0	18	5	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0.0	11.1	33.3	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	29	66.7	28	9	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	24	9	
BRISTOL	THOMAS COOK AIRLINES LTD	S A	5	0	1	0.0	16.7	0.0	0.0	16.7	33.3	0.0	16.7	0.0	0.0	16.7	97	40.0	58	5	
BRISTOL	THOMAS COOK AIRLINES LTD	S D	5	0	0	0.0	0.0	20.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	268	60.0	32	5	
BRISTOL	TUI AIRWAYS LTD	C A	6	0	0	0.0	33.3	16.7	16.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	40	40.0	16	5	
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	55.6	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	35	50.0	12	6	
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	67	50.0	39	4	
CARDIFF WALES	TUI AIRWAYS LTD	C D	5	0	0	0.0	20.0	20.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	46	80.0	25	5	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	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	0.0	0	75.0	7	4	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	6	5	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	8	0	0	50.0	12.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	1	9	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	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	15	88.9	3	9	
EAST MIDLANDS INTERNATIONAL	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	100.0	2	3	
EAST MIDLANDS INTERNATIONAL	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	1	80.0	12	5	
EAST MIDLANDS INTERNATIONAL	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	0.0	25	80.0	7	5	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	7	0	0	0.0	14.3	57.1	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	7	6	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0.0	33.3	22.2	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	30	55.6	12	9	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	0.0	66.7	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	29	77.8	7	9	
EDINBURGH	JET2.COM LTD	S 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	24	60.0	22	5	

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)
EDINBURGH	JET2.COM LTD	S D	6	0	0	0.0	0.0	33.3	0.0	50.0	0.0	16.7	0.0	0.0	0.0	0.0	46	60.0	23	5	
GLASGOW	JET2.COM LTD	S A	10	0	0	20.0	0.0	50.0	0.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	24	54.5	17	11	
GLASGOW	JET2.COM LTD	S D	11	0	0	0.0	9.1	27.3	27.3	27.3	0.0	9.1	0.0	0.0	0.0	0.0	32	70.0	16	10	
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	20.0	45	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	40.0	37	5	
GLASGOW	THOMAS COOK AIRLINES LTD	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	0.0	24	0.0	0	0	
GLASGOW	THOMAS COOK AIRLINES LTD	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	48	0.0	0	0	
GLASGOW	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	13	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	9	80.0	11	5	
LEEDS BRADFORD	JET2.COM LTD	S A	10	0	0	50.0	20.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5	90.0	18	10	
LEEDS BRADFORD	JET2.COM LTD	S D	11	0	0	0.0	45.5	27.3	0.0	9.1	18.2	0.0	0.0	0.0	0.0	0.0	17	70.0	28	10	
GATWICK	BRITISH AIRWAYS PLC	S A	25	0	0	16.0	28.0	40.0	0.0	0.0	12.0	4.0	0.0	0.0	0.0	0.0	15	87.5	13	24	
GATWICK	BRITISH AIRWAYS PLC	S D	25	0	0	0.0	20.0	64.0	4.0	8.0	4.0	0.0	0.0	0.0	0.0	0.0	10	91.7	14	24	
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	62	0	0	6.5	35.5	21.0	12.9	6.5	14.5	3.2	0.0	0.0	0.0	0.0	23	63.9	17	60	
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	62	0	0	0.0	8.1	61.3	12.9	9.7	8.1	0.0	0.0	0.0	0.0	0.0	18	62.9	18	61	
GATWICK	ENTER AIR	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	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	66.7	27	3	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
GATWICK	THOMAS COOK AIRLINES LTD	S A	13	0	0	15.4	15.4	30.8	15.4	7.7	7.7	0.0	7.7	0.0	0.0	0.0	42	50.0	20	16	
GATWICK	THOMAS COOK AIRLINES LTD	S D	14	0	0	0.0	21.4	42.9	7.1	21.4	0.0	0.0	0.0	7.1	0.0	0.0	41	62.5	22	16	
GATWICK	TUI AIRWAYS LTD	C A	9	0	0	11.1	22.2	22.2	11.1	11.1	11.1	0.0	0.0	11.1	0.0	0.0	71	71.4	10	14	
GATWICK	TUI AIRWAYS LTD	C D	11	0	0	0.0	0.0	72.7	18.2	9.1	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	10	15	
LUTON	EASYJET AIRLINE COMPANY LTD	S A	13	0	0	0.0	7.7	23.1	7.7	38.5	23.1	0.0	0.0	0.0	0.0	0.0	36	71.4	9	14	
LUTON	EASYJET AIRLINE COMPANY LTD	S D	13	0	0	0.0	0.0	61.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	64.3	13	14	
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	3	
LUTON	TUI AIRWAYS LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	19	4	
STANSTED	JET2.COM LTD	S A	14	0	0	7.1	35.7	35.7	14.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	18	70.0	13	10	
STANSTED	JET2.COM LTD	S D	14	0	0	0.0	28.6	42.9	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	13	70.0	17	10	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017		
																More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
																0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	25.0	40	4						
STANSTED	TUI AIRWAYS LTD	C	D	6	0	0	0.0	0.0	66.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	26	80.0	29	5						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	11.1	27.8	22.2	16.7	16.7	0.0	0.0	5.6	0.0	0.0	0.0	0.0	27	64.7	36	17						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	0.0	11.1	61.1	16.7	0.0	5.6	0.0	5.6	0.0	0.0	0.0	0.0	26	47.1	37	17						
MANCHESTER	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1						
MANCHESTER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1						
MANCHESTER	EUROPE AIRPOST	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	36	75.0	26	4						
MANCHESTER	EUROPE AIRPOST	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	10	60.0	25	5						
MANCHESTER	JET2.COM LTD	S	A	16	0	0	18.8	12.5	25.0	12.5	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	22	60.0	15	15						
MANCHESTER	JET2.COM LTD	S	D	16	0	0	0.0	12.5	43.8	18.8	12.5	6.3	6.3	0.0	0.0	0.0	0.0	0.0	23	80.0	9	15						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	7.1	42.9	7.1	7.1	7.1	21.4	7.1	0.0	0.0	0.0	0.0	0.0	35	40.0	41	15						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	7.1	57.1	14.3	7.1	7.1	7.1	0.0	0.0	0.0	0.0	0.0	27	73.3	25	15						
MANCHESTER	TUI AIRWAYS LTD	C	A	15	0	0	0.0	0.0	26.7	20.0	26.7	13.3	6.7	6.7	0.0	0.0	0.0	0.0	51	28.6	32	14						
MANCHESTER	TUI AIRWAYS LTD	C	D	16	0	0	0.0	0.0	50.0	12.5	18.8	6.3	6.3	6.3	0.0	0.0	0.0	0.0	40	86.7	14	15						
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22.2	22.2	11.1	11.1	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	34	100.0	1	9						
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	22.2	22.2	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	52	66.7	10	9						
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	199	50.0	22	2							
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	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	194	50.0	44	2							
NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	89	25.0	37	4							
NEWCASTLE	TUI AIRWAYS LTD	S	D	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	64	60.0	16	5							
<b>TOTAL HERAKLION</b>				<b>706</b>	<b>0</b>	<b>1</b>	<b>5.0</b>	<b>16.8</b>	<b>38.0</b>	<b>13.2</b>	<b>12.4</b>	<b>9.2</b>	<b>3.0</b>	<b>1.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>30</b>	<b>65.1</b>	<b>20</b>	<b>702</b>							
HO CHI MINH CITY																												
HEATHROW	VIETNAM AIRLINES	S	A	10	0	0	60.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	75.0	7	12						
HEATHROW	VIETNAM AIRLINES	S	D	10	0	0	0.0	50.0	40.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	91.7	4	12						
<b>TOTAL HO CHI MINH CITY</b>				<b>20</b>	<b>0</b>	<b>0</b>	<b>30.0</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>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5</b>	<b>83.3</b>	<b>6</b>	<b>24</b>							
HOLGUIN (FRANK PAIS)																												
GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	60.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	68	60.0	12	5						
GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	40.0	20.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	79	60.0	21	5						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	11	9						
<b>TOTAL HOLGUIN (FRANK PAIS)</b>				<b>28</b>	<b>0</b>	<b>0</b>	<b>39.3</b>	<b>17.9</b>	<b>17.9</b>	<b>10.7</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>30</b>	<b>78.6</b>	<b>10</b>	<b>28</b>							



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

		Origin/Destinations: H																	MAY 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	
HONG KONG (CHEK LAP KOK)																							
	GATWICK	CATHAY PACIFIC AIRWAYS	S	A	26	0	0	46.2	19.2	23.1	3.8	3.8	3.8	0.0	0.0	0.0	0.0	0.0	7	61.1	31	18	
	GATWICK	CATHAY PACIFIC AIRWAYS	S	D	26	0	0	0.0	42.3	38.5	11.5	3.8	0.0	0.0	3.8	0.0	0.0	0.0	14	88.9	10	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	14.5	43.5	27.4	6.5	3.2	1.6	3.2	0.0	0.0	0.0	0.0	11	85.0	13	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	0.0	23.0	45.9	11.5	11.5	8.2	0.0	0.0	0.0	0.0	0.0	15	81.7	21	60	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	135	0	0	28.1	33.3	20.7	9.6	2.2	3.7	1.5	0.7	0.0	0.0	0.0	11	69.4	20	134	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	135	0	0	0.0	51.9	30.4	8.1	7.4	2.2	0.0	0.0	0.0	0.0	0.0	8	79.1	10	134	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	61.3	12.9	9.7	3.2	3.2	3.2	3.2	0.0	3.2	0.0	0.0	55	80.6	24	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	64.5	32.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	34	31	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	A	31	0	0	51.6	16.1	16.1	3.2	6.5	3.2	3.2	0.0	0.0	0.0	0.0	13	69.2	55	13	
	MANCHESTER	CATHAY PACIFIC AIRWAYS	S	D	31	0	1	0.0	62.5	15.6	0.0	9.4	3.1	3.1	3.1	0.0	0.0	3.1	25	92.3	22	13	
<b>TOTAL HONG KONG (CHEK LAP KOK)</b>					<b>569</b>	<b>0</b>	<b>1</b>	<b>16.5</b>	<b>38.8</b>	<b>26.8</b>	<b>7.2</b>	<b>5.4</b>	<b>3.2</b>	<b>1.2</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>14</b>	<b>77.7</b>	<b>19</b>	<b>512</b>	
HOUSTON																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	30.6	25.8	25.8	11.3	4.8	0.0	1.6	0.0	0.0	0.0	0.0	8	68.9	29	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	45.2	43.5	9.7	0.0	1.6	0.0	0.0	0.0	0.0	0.0	7	77.0	15	61	
	HEATHROW	UNITED AIRLINES	S	A	61	0	1	30.6	29.0	19.4	8.1	6.5	3.2	1.6	0.0	0.0	0.0	1.6	12	57.6	30	59	
	HEATHROW	UNITED AIRLINES	S	D	61	0	1	0.0	64.5	21.0	1.6	3.2	6.5	1.6	0.0	0.0	0.0	1.6	11	79.7	24	59	
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	63.6	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	72.7	16	21	
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	0.0	31.8	50.0	13.6	4.5	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	1	22	
<b>TOTAL HOUSTON</b>					<b>290</b>	<b>0</b>	<b>2</b>	<b>17.8</b>	<b>38.7</b>	<b>27.7</b>	<b>8.2</b>	<b>3.4</b>	<b>2.4</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>73.2</b>	<b>22</b>	<b>283</b>
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	52.4	22	63	
	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	61.2	18	67	
	ABERDEEN	FLYBE LTD	S	A	60	0	11	8.5	28.2	23.9	5.6	5.6	8.5	4.2	0.0	0.0	0.0	15.5	22	0.0	0	0	
	ABERDEEN	FLYBE LTD	S	D	61	0	7	0.0	19.1	36.8	8.8	10.3	8.8	5.9	0.0	0.0	0.0	10.3	27	0.0	0	0	
	JERSEY	FLYBE LTD	S	A	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	33	4	
	JERSEY	FLYBE LTD	S	D	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	25.0	50	4	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: H		PERCENTAGE OF FLIGHTS LATE													MAY 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)
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		
LEEDS BRADFORD		FLYBE LTD		S	A	2	0	1	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	33.3	14	0.0	0	0		
DURHAM TEES VALLEY		EASTERN AIRWAYS		S	A	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	22	75.0	11	4		
DURHAM TEES VALLEY		EASTERN AIRWAYS		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
DURHAM TEES VALLEY		FLYBE LTD		S	A	4	0	0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
DURHAM TEES VALLEY		FLYBE LTD		S	D	3	0	0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
<b>TOTAL HUMBERSIDE</b>						<b>141</b>	<b>0</b>	<b>19</b>	<b>6.9</b>	<b>23.1</b>	<b>29.4</b>	<b>9.4</b>	<b>7.5</b>	<b>7.5</b>	<b>4.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22</b>	<b>57.1</b>	<b>20</b>	<b>147</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	100.0	2	5		
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	100.0	8	4		
BIRMINGHAM		THOMAS COOK AIRLINES LTD		S	A	13	0	0	30.8	46.2	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
BIRMINGHAM		THOMAS COOK AIRLINES LTD		S	D	13	0	0	0.0	0.0	84.6	7.7	0.0	7.7	0.0	0.0	0.0	0.0	16	0.0	0	0		
BIRMINGHAM		TUI AIRWAYS LTD		S	A	9	0	0	0.0	33.3	33.3	11.1	11.1	0.0	0.0	0.0	11.1	0.0	0.0	125	0.0	0	0	
BIRMINGHAM		TUI AIRWAYS LTD		S	D	8	0	0	0.0	12.5	75.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	23	0.0	0	0		
BRISTOL		THOMAS COOK AIRLINES LTD		S	A	5	0	0	0.0	20.0	0.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	39	0.0	0	0		
BRISTOL		THOMAS COOK AIRLINES LTD		S	D	5	0	0	0.0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	45	0.0	0	0		
BRISTOL		TUI AIRWAYS LTD		S	A	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
BRISTOL		TUI AIRWAYS LTD		S	D	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
GATWICK		EASYJET AIRLINE COMPANY LTD		S	A	8	0	1	0.0	44.4	22.2	11.1	0.0	11.1	0.0	0.0	0.0	11.1	17	66.7	10	9		
GATWICK		EASYJET AIRLINE COMPANY LTD		S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	32	44.4	20	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	50.0	27	18		
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	47.6	18	18		
GATWICK		THOMAS COOK AIRLINES LTD		S	A	17	0	0	29.4	23.5	5.9	11.8	5.9	11.8	5.9	0.0	5.9	0.0	0.0	124	0.0	0	0	
GATWICK		THOMAS COOK AIRLINES LTD		S	D	18	0	0	0.0	11.1	33.3	11.1	11.1	16.7	11.1	5.6	0.0	0.0	53	0.0	0	0		
GATWICK		TUI AIRWAYS LTD		C	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
GATWICK		TUI AIRWAYS LTD		S	A	11	0	1	0.0	25.0	16.7	25.0	8.3	8.3	0.0	0.0	8.3	0.0	8.3	94	55.6	14	9	
GATWICK		TUI AIRWAYS LTD		S	D	13	0	0	0.0	15.4	46.2	0.0	7.7	30.8	0.0	0.0	0.0	0.0	34	88.9	5	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	72.2	82	18		

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

Origin/Destinations: H

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	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	
	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	71.4	47	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	22	0	1	13.0	34.8	17.4	8.7	8.7	0.0	0.0	8.7	4.3	0.0	4.3	74	0.0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	22	0	0	0.0	18.2	50.0	22.7	4.5	0.0	4.5	0.0	0.0	0.0	0.0	17	0.0	0	0	
	MANCHESTER	TUI AIRWAYS LTD	S	A	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	13	4	
	MANCHESTER	TUI AIRWAYS LTD	S	D	8	0	0	0.0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	3	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	16	1	
<b>TOTAL HURGHADA</b>					<b>205</b>	<b>0</b>	<b>4</b>	<b>6.2</b>	<b>19.6</b>	<b>35.4</b>	<b>13.4</b>	<b>10.0</b>	<b>7.2</b>	<b>2.9</b>	<b>1.4</b>	<b>1.9</b>	<b>0.0</b>	<b>1.9</b>	<b>46</b>	<b>64.8</b>	<b>29</b>	<b>122</b>	
HYDERABAD ( RAJIV GHANDI )																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	51.6	9.7	3.2	0.0	0.0	0.0	3.2	0.0	0.0	0.0	7	73.3	15	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	48.4	22.6	16.1	3.2	0.0	0.0	0.0	0.0	0.0	19	73.3	13	30	
<b>TOTAL HYDERABAD ( RAJIV GHANDI )</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>16.1</b>	<b>30.6</b>	<b>29.0</b>	<b>12.9</b>	<b>8.1</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>13</b>	<b>73.3</b>	<b>14</b>	<b>60</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: I			PERCENTAGE OF FLIGHTS LATE											MAY 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)
IASI																						
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	22	0	0	50.0	27.3	9.1	4.5	4.5	0.0	4.5	0.0	0.0	0.0	0.0	10	95.5	2	22
	LUTON	BLUE AIR TRANSPORT AERIAN	S	D	22	0	0	0.0	13.6	63.6	9.1	4.5	0.0	9.1	0.0	0.0	0.0	0.0	19	90.9	6	22
	LUTON	TAROM	S	A	11	0	0	18.2	18.2	18.2	27.3	18.2	0.0	0.0	0.0	0.0	0.0	0.0	16	83.3	19	12
	LUTON	TAROM	S	D	11	0	0	0.0	18.2	27.3	9.1	27.3	0.0	18.2	0.0	0.0	0.0	0.0	43	66.7	23	12
	LUTON	WIZZ AIR	S	A	21	0	0	66.7	23.8	0.0	0.0	4.8	4.8	0.0	0.0	0.0	0.0	0.0	6	100.0	0	22
	LUTON	WIZZ AIR	S	D	22	0	0	0.0	9.1	68.2	4.5	0.0	18.2	0.0	0.0	0.0	0.0	0.0	19	72.7	13	22
<b>TOTAL IASI</b>					<b>109</b>	<b>0</b>	<b>0</b>	<b>24.8</b>	<b>18.3</b>	<b>33.0</b>	<b>7.3</b>	<b>7.3</b>	<b>4.6</b>	<b>4.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>86.6</b>	<b>9</b>	<b>112</b>
IBIZA																						
	ABERDEEN	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	0.0	0	100.0	15	1
	ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	ABERDEEN	TUI AIRWAYS LTD	C	D	5	0	0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	37.5	12.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	83.3	9	6
	BELFAST INTERNATIONAL	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	6	83.3	13	6
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	11	0	0	0.0	9.1	63.6	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	9
	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	5
	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	5
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	1
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	9	2
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	110	2
	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	115	2
	BIRMINGHAM	JET2.COM LTD	S	A	20	0	0	5.0	25.0	25.0	5.0	35.0	5.0	0.0	0.0	0.0	0.0	0.0	20	55.0	21	20
	BIRMINGHAM	JET2.COM LTD	S	D	20	0	0	0.0	0.0	60.0	15.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	40.0	23	20
	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	87.5	3	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	87.5	3	8
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	22.2	55.6	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	36	87.5	16	8
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	24	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	60.0	18	5

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	6	80.0	11	5		
BIRMINGHAM	TUI AIRWAYS LTD	C	A	15	0	0	0.0	53.3	26.7	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	10	42.9	34	14		
BIRMINGHAM	TUI AIRWAYS LTD	C	D	20	0	0	0.0	15.0	60.0	10.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	13	52.9	32	17		
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	1	0.0	0	0		
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	6	4		
BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20	100.0	0	5		
BOURNEMOUTH	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		
BOURNEMOUTH	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		
BRISTOL	BMI REGIONAL	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BRISTOL	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	10	0.0	0	0		
BRISTOL	BMI REGIONAL	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	BRITISH AIRWAYS PLC	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	63	0.0	80	2		
BRISTOL	BRITISH AIRWAYS PLC	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	71	0.0	119	2		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	0.0	44.4	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	45	76.9	15	13		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	46	84.6	7	13		
BRISTOL	RYANAIR	S	A	13	0	0	0.0	53.8	23.1	15.4	0.0	0.0	0.0	0.0	7.7	0.0	0.0	50	78.6	16	14		
BRISTOL	RYANAIR	S	D	13	0	0	0.0	30.8	53.8	7.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	52	71.4	22	14		
BRISTOL	THOMAS COOK AIRLINES 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	11	100.0	0	2		
BRISTOL	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	0	100.0	3	2		
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	13	37.5	18	8		
BRISTOL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	60.0	15	10		
BRISTOL	TUI AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	47	3		
CARDIFF WALES	THOMAS COOK AIRLINES 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	23	66.7	13	3		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	8	0	0	12.5	37.5	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	23	90.9	4	11		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	11	0	0	0.0	54.5	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.9	3	14		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	85.7	3	7		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	7		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	16	0	0	6.3	43.8	18.8	18.8	6.3	0.0	6.3	0.0	0.0	0.0	0.0	16	76.5	10	17		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	16	0	0	0.0	31.3	43.8	18.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	14	94.1	3	17		

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	9	0	0	0	22.2	44.4	11.1	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	31	88.9	2	9		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0	0.0	0.0	66.7	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	26	88.9	7	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	0	0	0	11.1	66.7	0.0	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	23	87.5	8	8		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	11	9		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	7	0	0	0	0.0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	16	70.0	12	10		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	33.3	44.4	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	13		
EDINBURGH	JET2.COM LTD	S A	11	0	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	60.0	21	10		
EDINBURGH	JET2.COM LTD	S D	11	0	0	0	0.0	36.4	54.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	7	10		
EDINBURGH	RYANAIR	S A	9	0	0	0	0.0	33.3	22.2	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	33	66.7	14	9		
EDINBURGH	RYANAIR	S D	9	0	0	0	0.0	44.4	22.2	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	24	77.8	8	9		
EXETER	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	2	4		
EXETER	TUI AIRWAYS LTD	C 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	0.0	4	80.0	4	5		
GLASGOW	EUROPE AIRPOST	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1		
GLASGOW	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	0.0	0	100.0	10	1		
GLASGOW	JET2.COM LTD	S A	17	0	0	0	17.6	29.4	35.3	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	8	73.3	11	15		
GLASGOW	JET2.COM LTD	S D	17	0	0	0	0.0	41.2	52.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	15		
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	50.0	15	6		
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	80.0	10	5		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	6	0	0	0	50.0	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	5	0	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C A	7	0	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	75.0	8	4		
GLASGOW	TUI AIRWAYS LTD	C D	9	0	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	83.3	6	6		
LEEDS BRADFORD	JET2.COM LTD	S A	19	0	0	0	10.5	31.6	26.3	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	11	68.4	12	19		
LEEDS BRADFORD	JET2.COM LTD	S D	19	0	0	0	0.0	26.3	63.2	5.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	9	68.4	10	19		
LEEDS BRADFORD	RYANAIR	S A	9	0	0	0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	7	8		
LEEDS BRADFORD	RYANAIR	S D	9	0	0	0	0.0	33.3	55.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	15	100.0	0	8		
LEEDS BRADFORD	TUI AIRWAYS LTD	C A	3	0	0	0	0.0	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	58	75.0	25	4		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	4	0	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	11	5		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	13	0	0	0	7.7	38.5	30.8	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	14	92.9	5	14		

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	D	13	0	0	0.0	15.4	61.5	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	16	100.0	1	14		
LIVERPOOL (JOHN LENNON)	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	45	0.0	0	0		
LIVERPOOL (JOHN LENNON)	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	0.0	21	0.0	0	0		
LIVERPOOL (JOHN LENNON)	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	50.0	8	4		
LIVERPOOL (JOHN LENNON)	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	80.0	15	5		
GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	0	30.3	39.4	15.2	3.0	6.1	3.0	3.0	0.0	0.0	0.0	0.0	13	78.6	7	26		
GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	0	0.0	30.3	57.6	3.0	6.1	3.0	0.0	0.0	0.0	0.0	0.0	9	75.0	7	26		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	1	5.6	44.4	16.7	8.3	11.1	5.6	0.0	5.6	0.0	0.0	2.8	25	75.7	19	37		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	37	0	1	0.0	21.1	47.4	7.9	10.5	7.9	0.0	2.6	0.0	0.0	2.6	23	69.4	24	36		
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	28	1		
GATWICK	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	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	88.2	5	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	88.2	5	17		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	6	0	0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	9	9		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	81.8	8	11		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	0	0.0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	45	77.8	8	9		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	8	9		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	10	0	0	0.0	40.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	48	10		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	40.0	50.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	17	10		
GATWICK	TUI AIRWAYS LTD	C	A	8	0	0	0.0	50.0	25.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	80.0	16	15		
GATWICK	TUI AIRWAYS LTD	C	D	11	0	0	0.0	0.0	90.9	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	76.5	19	17		
HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	0.0	44.4	27.8	0.0	22.2	0.0	0.0	5.6	0.0	0.0	0.0	21	72.7	18	11		
HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	38.9	44.4	11.1	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8	72.7	23	11		
LONDON CITY	BA CITYFLYER LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
LONDON CITY	BA CITYFLYER LTD	S	A	46	0	0	0.0	23.9	37.0	15.2	17.4	2.2	0.0	4.3	0.0	0.0	0.0	25	61.4	18	44		
LONDON CITY	BA CITYFLYER LTD	S	D	45	0	0	0.0	33.3	42.2	8.9	13.3	2.2	0.0	0.0	0.0	0.0	0.0	12	59.6	20	47		

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	0.0	17.5	22.5	17.5	22.5	15.0	5.0	0.0	0.0	0.0	0.0	0.0	38	65.5	20	29
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	0.0	0.0	35.0	12.5	35.0	12.5	5.0	0.0	0.0	0.0	0.0	39	58.6	26	29	
LUTON	TUI AIRWAYS LTD	C	A	6	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	71.4	11	7	
LUTON	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	81.8	8	11	
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	3	1	
STANSTED	BA CITYFLYER LTD	S	A	6	0	0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	24	9	
STANSTED	BA CITYFLYER LTD	S	D	6	0	0	0.0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	31	50.0	34	8	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	43	0	1	4.5	31.8	29.5	11.4	4.5	9.1	4.5	2.3	0.0	0.0	2.3	27	73.8	14	42	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	0.0	15.9	43.2	9.1	9.1	13.6	2.3	6.8	0.0	0.0	0.0	38	65.1	20	43	
STANSTED	JET2.COM LTD	S	A	21	0	0	0.0	33.3	14.3	23.8	14.3	0.0	9.5	4.8	0.0	0.0	0.0	39	82.4	13	17	
STANSTED	JET2.COM LTD	S	D	21	0	0	0.0	9.5	42.9	23.8	9.5	4.8	4.8	4.8	0.0	0.0	0.0	37	100.0	2	17	
STANSTED	RYANAIR	S	A	51	0	1	5.8	28.8	30.8	7.7	15.4	3.8	3.8	1.9	0.0	0.0	1.9	25	89.7	4	58	
STANSTED	RYANAIR	S	D	52	0	1	0.0	1.9	49.1	18.9	15.1	7.5	3.8	1.9	0.0	0.0	1.9	31	86.2	8	58	
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	100.0	0	2	
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	28	100.0	3	3	
STANSTED	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	6	9	
STANSTED	TUI AIRWAYS LTD	C	D	6	0	0	0.0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	10	92.3	7	13	
MANCHESTER	BRITISH AIRWAYS PLC	S	A	10	0	0	40.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	20	75.0	13	8	
MANCHESTER	BRITISH AIRWAYS PLC	S	D	11	0	0	0.0	0.0	63.6	18.2	0.0	18.2	0.0	0.0	0.0	0.0	0.0	24	83.3	20	6	
MANCHESTER	JET2.COM LTD	S	A	22	0	0	9.1	27.3	40.9	4.5	0.0	13.6	0.0	4.5	0.0	0.0	0.0	28	66.7	25	21	
MANCHESTER	JET2.COM LTD	S	D	22	0	0	0.0	9.1	59.1	9.1	9.1	9.1	4.5	0.0	0.0	0.0	0.0	24	66.7	21	21	
MANCHESTER	RYANAIR	S	A	30	0	1	19.4	32.3	22.6	16.1	3.2	0.0	0.0	3.2	0.0	0.0	3.2	16	58.1	13	31	
MANCHESTER	RYANAIR	S	D	30	0	1	0.0	12.9	61.3	12.9	6.5	3.2	0.0	0.0	0.0	0.0	3.2	12	74.2	10	31	
MANCHESTER	THOMAS COOK AIRLINES 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	14	66.7	11	9	
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	9	10	
MANCHESTER	TUI AIRWAYS LTD	C	A	14	0	0	0.0	28.6	35.7	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	16	68.4	14	19	
MANCHESTER	TUI AIRWAYS LTD	C	D	20	0	0	0.0	0.0	60.0	25.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	17	73.9	9	23	
NEWCASTLE	JET2.COM LTD	S	A	16	0	1	29.4	35.3	17.6	5.9	0.0	5.9	0.0	0.0	0.0	0.0	5.9	10	93.8	4	16	
NEWCASTLE	JET2.COM LTD	S	D	16	0	1	0.0	5.9	70.6	11.8	0.0	5.9	0.0	0.0	0.0	0.0	5.9	15	81.3	11	16	
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	7	0	0	14.3	57.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	7	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE											MAY 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				
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	14.3	85.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	71.4	11	7						
NEWCASTLE	TUI AIRWAYS LTD	S	A	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	5	8						
NEWCASTLE	TUI AIRWAYS LTD	S	D	7	0	0	0.0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	10						
SOUTHAMPTON	VOLOTEA	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1						
SOUTHAMPTON	VOLOTEA	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	11	0.0	29	1						
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	0.0	33.3	25.0	8.3	8.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	90.0	1	9						
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	16.7	66.7	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	14	90.0	29	10						
<b>TOTAL IBIZA</b>				<b>1495</b>	<b>0</b>	<b>10</b>	<b>5.0</b>	<b>25.4</b>	<b>39.9</b>	<b>11.4</b>	<b>9.4</b>	<b>5.1</b>	<b>1.6</b>	<b>1.4</b>	<b>0.1</b>	<b>0.0</b>	<b>0.7</b>	<b>20</b>	<b>75.9</b>	<b>13</b>	<b>1572</b>							
ILHA DO SAL C.VERDE																												
BIRMINGHAM	TUI AIRWAYS LTD	S	A	5	0	0	40.0	0.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	36	60.0	102	5						
BIRMINGHAM	TUI AIRWAYS LTD	S	D	5	0	0	0.0	20.0	40.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	37	60.0	19	5						
BRISTOL	TUI AIRWAYS LTD	S	A	5	0	0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	4						
BRISTOL	TUI AIRWAYS LTD	S	D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	25.0	14	4						
GLASGOW	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	0.0	17	100.0	2	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	0.0	8	75.0	4	4						
GATWICK	TUI AIRWAYS LTD	S	A	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	44.4	22	9						
GATWICK	TUI AIRWAYS LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	8	9						
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	0.0	0	75.0	24	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	0.0	0	66.7	8	3						
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	0.0	280	1						
MANCHESTER	TUI AIRWAYS LTD	S	A	9	0	0	0.0	11.1	66.7	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	37.5	20	8						
MANCHESTER	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	14	9						
<b>TOTAL ILHA DO SAL C.VERDE</b>				<b>63</b>	<b>0</b>	<b>0</b>	<b>6.3</b>	<b>23.8</b>	<b>50.8</b>	<b>9.5</b>	<b>6.3</b>	<b>0.0</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>63.8</b>	<b>24</b>	<b>69</b>							
INNSBRUCK																												
BIRMINGHAM	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	0.0	50	1						
BIRMINGHAM	FLYBE 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	25	0.0	0	0						
BIRMINGHAM	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	0.0	82	0.0	0	0						
BRISTOL	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	0.0	25	1						
BRISTOL	FLYBE LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	74	0.0	0	0						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	0.0	21.4	21.4	7.1	21.4	7.1	7.1	14.3	0.0	0.0	0.0	0.0	60	61.5	11	13						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	28.6	35.7	7.1	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	29	92.3	5	13						
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	100.0	4	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	0.0	2	0.0	39	1						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: I		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 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		BRITISH AIRWAYS PLC		S	A	10	0	0	20.0	50.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	13	88.9	19	9					
HEATHROW		BRITISH AIRWAYS PLC		S	D	10	0	0	0.0	40.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	2	9					
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	100.0	0	1						
MANCHESTER		FLYBE 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	80	100.0	3	2					
<b>TOTAL INNSBRUCK</b>						<b>54</b>	<b>0</b>	<b>0</b>	<b>3.7</b>	<b>29.6</b>	<b>27.8</b>	<b>9.3</b>	<b>9.3</b>	<b>11.1</b>	<b>5.6</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>33</b>	<b>80.4</b>	<b>10</b>	<b>51</b>					
INVERNESS																												
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	A	31	0	0	3.2	58.1	29.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	2	31						
BELFAST CITY (GEORGE BEST)		FLYBE LTD		S	D	31	0	0	0.0	64.5	35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	0	31						
BIRMINGHAM		FLYBE LTD		S	A	31	0	0	6.5	25.8	29.0	22.6	6.5	9.7	0.0	0.0	0.0	0.0	17	64.5	17	31						
BIRMINGHAM		FLYBE LTD		S	D	31	0	0	0.0	19.4	54.8	9.7	12.9	0.0	3.2	0.0	0.0	0.0	13	74.2	15	31						
BRISTOL		EASYJET AIRLINE COMPANY LTD		S	A	30	0	1	3.2	19.4	38.7	22.6	12.9	0.0	0.0	0.0	0.0	3.2	12	83.9	7	31						
BRISTOL		EASYJET AIRLINE COMPANY LTD		S	D	30	0	1	0.0	9.7	54.8	12.9	19.4	0.0	0.0	0.0	0.0	3.2	15	77.4	8	31						
EDINBURGH		LOGANAIR LTD		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	145	1						
EXETER		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	1						
JERSEY		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	1						
JERSEY		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	2	1						
GATWICK		EASYJET AIRLINE COMPANY LTD		S	A	78	0	1	8.9	30.4	21.5	17.7	10.1	3.8	2.5	3.8	0.0	0.0	1.3	29	69.6	13	79					
GATWICK		EASYJET AIRLINE COMPANY LTD		S	D	77	0	2	0.0	24.1	45.6	12.7	7.6	3.8	1.3	1.3	1.3	0.0	2.5	24	65.8	17	79					
HEATHROW		BRITISH AIRWAYS PLC		S	A	44	0	0	31.8	34.1	22.7	9.1	0.0	2.3	0.0	0.0	0.0	0.0	5	83.3	18	30						
HEATHROW		BRITISH AIRWAYS PLC		S	D	44	0	0	0.0	47.7	40.9	6.8	4.5	0.0	0.0	0.0	0.0	0.0	6	93.3	6	30						
LUTON		EASYJET AIRLINE COMPANY LTD		S	A	51	0	1	7.7	38.5	19.2	9.6	9.6	7.7	3.8	1.9	0.0	0.0	1.9	24	77.1	20	48					
LUTON		EASYJET AIRLINE COMPANY LTD		S	D	51	0	1	0.0	23.1	48.1	9.6	9.6	3.8	3.8	0.0	0.0	0.0	1.9	19	66.7	18	48					
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	71.4	15	83						
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	72.3	17	83						
MANCHESTER		LOGANAIR LTD		S	A	74	0	1	37.3	41.3	8.0	2.7	2.7	5.3	0.0	1.3	0.0	0.0	1.3	10	0.0	0	0					
MANCHESTER		LOGANAIR LTD		S	D	74	0	1	0.0	24.0	60.0	4.0	4.0	5.3	0.0	1.3	0.0	0.0	1.3	13	0.0	0	0					
<b>TOTAL INVERNESS</b>						<b>677</b>	<b>0</b>	<b>9</b>	<b>8.3</b>	<b>32.2</b>	<b>35.3</b>	<b>10.2</b>	<b>6.9</b>	<b>3.5</b>	<b>1.2</b>	<b>1.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>15</b>	<b>75.4</b>	<b>14</b>	<b>670</b>					
IRELAND WEST(KNOCK)																												
BIRMINGHAM		FLYBE LTD		S	A	31	0	0	6.5	64.5	22.6	3.2	0.0	0.0	3.2	0.0	0.0	0.0	6	82.6	10	23						
BIRMINGHAM		FLYBE LTD		S	D	31	0	0	0.0	25.8	64.5	3.2	3.2	0.0	3.2	0.0	0.0	0.0	9	65.2	15	23						
BRISTOL		RYANAIR		S	A	13	0	0	15.4	23.1	23.1	15.4	7.7	15.4	0.0	0.0	0.0	0.0	23	76.9	9	13						
BRISTOL		RYANAIR		S	D	13	0	0	0.0	23.1	30.8	7.7	15.4	23.1	0.0	0.0	0.0	0.0	29	61.5	15	13						

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	22	0	0	0.0	31.8	45.5	13.6	4.5	4.5	0.0	0.0	0.0	0.0	0.0	11	81.8	11	22
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	22	0	0	0.0	0.0	45.5	45.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	19	54.5	17	22
	EDINBURGH	FLYBE LTD	S	A	27	0	0	22.2	59.3	14.8	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	4	84.6	6	26
	EDINBURGH	FLYBE LTD	S	D	28	0	0	0.0	42.9	50.0	0.0	3.6	0.0	3.6	0.0	0.0	0.0	0.0	8	92.3	5	26
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	21	0	0	9.5	42.9	38.1	4.8	0.0	0.0	0.0	4.8	0.0	0.0	0.0	14	100.0	2	22
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	21	0	0	0.0	19.0	61.9	14.3	0.0	0.0	0.0	4.8	0.0	0.0	0.0	15	95.5	2	22
	GATWICK	AER LINGUS	S	A	31	0	0	32.3	29.0	12.9	6.5	6.5	12.9	0.0	0.0	0.0	0.0	0.0	14	83.9	6	31
	GATWICK	AER LINGUS	S	D	31	0	0	3.2	58.1	16.1	9.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	11	87.1	5	31
	LUTON	RYANAIR	S	A	39	0	0	2.6	48.7	20.5	5.1	10.3	5.1	2.6	2.6	2.6	0.0	0.0	33	87.2	7	39
	LUTON	RYANAIR	S	D	39	0	0	0.0	15.4	46.2	17.9	10.3	5.1	2.6	2.6	0.0	0.0	0.0	25	87.2	11	39
	STANSTED	RYANAIR	S	A	43	0	0	2.3	41.9	32.6	7.0	11.6	0.0	2.3	2.3	0.0	0.0	0.0	18	91.7	7	48
	STANSTED	RYANAIR	S	D	43	0	0	0.0	11.6	62.8	16.3	0.0	4.7	2.3	2.3	0.0	0.0	0.0	19	95.8	3	48
	MANCHESTER	FLYBE LTD	S	A	31	0	0	19.4	41.9	25.8	3.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0	6	78.3	15	23
	MANCHESTER	FLYBE LTD	S	D	31	0	0	0.0	29.0	45.2	12.9	12.9	0.0	0.0	0.0	0.0	0.0	0.0	11	87.0	16	23
<b>TOTAL IRELAND WEST (KNOCK)</b>					<b>517</b>	<b>0</b>	<b>0</b>	<b>6.0</b>	<b>34.6</b>	<b>36.9</b>	<b>9.9</b>	<b>6.0</b>	<b>3.9</b>	<b>1.4</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>85.0</b>	<b>8</b>	<b>494</b>
ISLAMABAD																						
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	14	0	0	35.7	21.4	14.3	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	13	60.0	26	15
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	14	0	0	0.0	57.1	7.1	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	60.0	22	15
	GATWICK	EVELOP	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	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	24	0.0	0	0
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	20	0	0	20.0	15.0	30.0	0.0	5.0	25.0	5.0	0.0	0.0	0.0	0.0	33	40.9	76	22
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	21	0	0	0.0	28.6	47.6	4.8	14.3	4.8	0.0	0.0	0.0	0.0	0.0	13	58.8	36	17
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	28	0	1	13.8	17.2	24.1	6.9	0.0	31.0	3.4	0.0	0.0	0.0	3.4	35	55.2	35	29
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	27	0	1	3.6	17.9	21.4	3.6	32.1	14.3	3.6	0.0	0.0	0.0	3.6	35	69.0	30	29
<b>TOTAL ISLAMABAD</b>					<b>125</b>	<b>0</b>	<b>2</b>	<b>11.0</b>	<b>23.6</b>	<b>25.2</b>	<b>7.9</b>	<b>12.6</b>	<b>15.7</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>26</b>	<b>57.8</b>	<b>38</b>	<b>128</b>
ISLAY																						
	GLASGOW	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	2	0.0	0	0
	GLASGOW	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
	GLASGOW	LOGANAIR LTD	S	A	68	0	1	7.2	40.6	33.3	5.8	5.8	4.3	1.4	0.0	0.0	0.0	1.4	12	75.3	21	77
	GLASGOW	LOGANAIR LTD	S	D	68	0	0	0.0	38.2	41.2	8.8	7.4	2.9	1.5	0.0	0.0	0.0	0.0	13	84.4	18	77
<b>TOTAL ISLAY</b>					<b>138</b>	<b>0</b>	<b>1</b>	<b>3.6</b>	<b>39.6</b>	<b>37.4</b>	<b>7.2</b>	<b>6.5</b>	<b>3.6</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>12</b>	<b>79.9</b>	<b>19</b>	<b>154</b>

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

Origin/Destinations: I

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	63.6	18	11	
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.0	11	25	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	27	0	1	7.1	46.4	25.0	7.1	3.6	7.1	0.0	0.0	0.0	0.0	3.6	11	0.0	0	0	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	28	0	0	0.0	39.3	32.1	10.7	7.1	3.6	3.6	3.6	0.0	0.0	0.0	24	0.0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	32	0	1	3.0	39.4	30.3	6.1	12.1	6.1	0.0	0.0	0.0	0.0	3.0	14	88.9	12	36	
	BIRMINGHAM	FLYBE LTD	S	D	32	0	1	0.0	9.1	45.5	18.2	12.1	9.1	3.0	0.0	0.0	0.0	3.0	24	61.1	25	36	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	0.0	50.0	14.3	7.1	14.3	14.3	0.0	0.0	0.0	0.0	0.0	22	75.0	7	8	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	21.4	42.9	7.1	21.4	0.0	7.1	0.0	0.0	0.0	0.0	23	75.0	10	8	
	EDINBURGH	LOGANAIR LTD	S	A	14	0	0	35.7	35.7	7.1	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	18	75.0	11	4	
	EDINBURGH	LOGANAIR LTD	S	D	14	0	0	7.1	50.0	21.4	0.0	0.0	14.3	7.1	0.0	0.0	0.0	0.0	22	75.0	7	4	
	GLASGOW	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	14	1	
	GLASGOW	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	8	23	
	GLASGOW	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	78.3	13	23	
	GLASGOW	FLYBE LTD	S	A	14	8	3	12.0	32.0	4.0	0.0	4.0	4.0	0.0	0.0	0.0	32.0	12.0	10	0.0	0	0	
	GLASGOW	FLYBE LTD	S	D	21	0	3	0.0	29.2	29.2	4.2	12.5	12.5	0.0	0.0	0.0	0.0	12.5	21	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	26.9	42.3	15.4	3.8	5.8	5.8	0.0	0.0	0.0	0.0	0.0	9	94.1	3	34	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	53	0	1	0.0	63.0	14.8	9.3	5.6	5.6	0.0	0.0	0.0	0.0	1.9	10	94.1	4	34	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	A	105	0	3	6.5	52.8	27.8	5.6	3.7	0.0	0.0	0.9	0.0	0.0	2.8	6	85.3	14	107	
	LIVERPOOL (JOHN LENNON)	FLYBE LTD	S	D	107	0	1	0.0	43.5	47.2	1.9	2.8	2.8	0.9	0.0	0.0	0.0	0.9	7	88.1	11	108	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	1	11.9	33.9	25.4	13.6	5.1	6.8	0.0	1.7	0.0	0.0	1.7	16	76.7	7	57	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	1	0.0	33.9	39.0	13.6	6.8	5.1	0.0	0.0	0.0	0.0	1.7	12	77.6	8	57	
	LONDON CITY	BA CITYFLYER LTD	S	A	72	0	2	8.1	51.4	23.0	6.8	4.1	2.7	1.4	0.0	0.0	0.0	2.7	9	96.1	2	77	
	LONDON CITY	BA CITYFLYER LTD	S	D	72	0	4	0.0	25.0	40.8	18.4	3.9	5.3	1.3	0.0	0.0	0.0	5.3	16	79.2	8	77	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	1	47.4	10.5	10.5	21.1	0.0	5.3	0.0	0.0	0.0	0.0	5.3	10	93.3	5	15	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	0.0	36.8	31.6	21.1	10.5	0.0	0.0	0.0	0.0	0.0	0.0	11	86.7	11	15	
	MANCHESTER	EASTERN AIRWAYS	C	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: I		PERCENTAGE OF FLIGHTS LATE													MAY 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
MANCHESTER	FLYBE LTD	S	A	136	0	6	4.2	54.9	25.4	3.5	2.1	4.9	0.0	0.7	0.0	0.0	4.2	9	83.7	10	140		
MANCHESTER	FLYBE LTD	S	D	136	0	6	0.0	18.3	62.7	7.0	3.5	3.5	0.0	0.7	0.0	0.0	4.2	11	85.9	11	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	72.7	14	22		
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	79.2	15	24		
<b>TOTAL ISLE OF MAN</b>				<b>1099</b>	<b>8</b>	<b>35</b>	<b>5.3</b>	<b>39.1</b>	<b>33.1</b>	<b>8.0</b>	<b>4.9</b>	<b>4.7</b>	<b>0.6</b>	<b>0.4</b>	<b>0.0</b>	<b>0.7</b>	<b>3.1</b>	<b>12</b>	<b>84.0</b>	<b>10</b>	<b>1088</b>		
ISLES OF SCILLY (ST.MARYS)																							
EXETER	ISLES OF SCILLY SKYBUS	S	A	77	0	6	3.6	31.3	41.0	9.6	6.0	1.2	0.0	0.0	0.0	0.0	7.2	8	66.3	10	76		
EXETER	ISLES OF SCILLY SKYBUS	S	D	86	0	6	8.7	44.6	23.9	7.6	4.3	2.2	1.1	1.1	0.0	0.0	6.5	11	71.6	10	83		
<b>TOTAL ISLES OF SCILLY (ST.MARYS)</b>				<b>163</b>	<b>0</b>	<b>12</b>	<b>6.3</b>	<b>38.3</b>	<b>32.0</b>	<b>8.6</b>	<b>5.1</b>	<b>1.7</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>10</b>	<b>69.0</b>	<b>10</b>	<b>159</b>		
ISTANBUL																							
BIRMINGHAM	THY TURKISH AIRLINES	S	A	52	0	0	7.7	57.7	21.2	11.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	5	78.8	9	52		
BIRMINGHAM	THY TURKISH AIRLINES	S	D	52	0	0	0.0	17.3	50.0	25.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	67.3	13	52		
EDINBURGH	THY TURKISH AIRLINES	S	A	31	0	0	12.9	54.8	32.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	71.0	12	31		
EDINBURGH	THY TURKISH AIRLINES	S	D	31	0	0	0.0	32.3	48.4	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	9	64.5	14	31		
GATWICK	THY TURKISH AIRLINES	S	A	62	0	0	11.3	32.3	35.5	9.7	4.8	4.8	1.6	0.0	0.0	0.0	0.0	13	71.0	10	62		
GATWICK	THY TURKISH AIRLINES	S	D	62	0	0	0.0	25.8	43.5	16.1	6.5	4.8	3.2	0.0	0.0	0.0	0.0	19	61.3	17	62		
HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	29.8	35.1	12.3	7.0	8.8	3.5	3.5	0.0	0.0	0.0	0.0	15	85.2	7	61		
HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	0.0	14.0	59.6	15.8	7.0	0.0	3.5	0.0	0.0	0.0	0.0	15	88.7	7	62		
HEATHROW	THY TURKISH AIRLINES	S	A	167	0	0	10.2	40.1	34.1	7.8	6.6	0.6	0.6	0.0	0.0	0.0	0.0	8	76.8	9	168		
HEATHROW	THY TURKISH AIRLINES	S	D	167	0	0	1.8	23.4	47.3	18.6	5.4	3.0	0.6	0.0	0.0	0.0	0.0	12	82.7	9	168		
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	0	1		
LUTON	MNG AIRLINES	S	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
STANSTED	ATLASJET INTERNATIONAL	S	A	22	0	0	50.0	31.8	0.0	4.5	13.6	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	31		
STANSTED	ATLASJET INTERNATIONAL	S	D	22	0	0	0.0	13.6	40.9	18.2	18.2	4.5	4.5	0.0	0.0	0.0	0.0	26	96.8	5	31		
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	23	0.0	0	0		
MANCHESTER	FREEBIRD AIRLINES	C	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	60	0.0	0	0		
MANCHESTER	THY TURKISH AIRLINES	S	A	62	0	0	16.1	37.1	35.5	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	72.6	10	62		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: I										MAY 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	
	MANCHESTER	THY TURKISH AIRLINES	S	D	62	0	0	0.0	8.1	48.4	22.6	17.7	3.2	0.0	0.0	0.0	0.0	0.0	19	58.1	14	62						
<b>TOTAL ISTANBUL</b>					<b>911</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>30.1</b>	<b>38.3</b>	<b>13.6</b>	<b>6.7</b>	<b>2.1</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>76.7</b>	<b>10</b>	<b>936</b>						
ISTANBUL (SABIHA GOKCEN)																												
	GATWICK	THY TURKISH AIRLINES	S	A	24	0	0	37.5	54.2	4.2	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	23						
	GATWICK	THY TURKISH AIRLINES	S	D	24	0	0	0.0	37.5	41.7	8.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	47.8	17	23						
	STANSTED	PEGASUS AIRLINES	S	A	93	0	0	52.7	35.5	9.7	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.3	3	85						
	STANSTED	PEGASUS AIRLINES	S	D	93	0	1	1.1	14.9	57.4	13.8	9.6	2.1	0.0	0.0	0.0	0.0	1.1	13	57.1	17	84						
	MANCHESTER	PEGASUS AIRLINES	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0							
	MANCHESTER	PEGASUS AIRLINES	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							
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>234</b>	<b>0</b>	<b>3</b>	<b>24.9</b>	<b>29.1</b>	<b>31.2</b>	<b>7.2</b>	<b>5.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>7</b>	<b>75.8</b>	<b>10</b>	<b>215</b>						
IZMIR (ADNAN MENDERES)																												
	BIRMINGHAM	THOMAS COOK AIRLINES 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	151	100.0	0	2						
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	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	204	100.0	8	2						
	BRISTOL	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						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	0.0	40.0	10.0	20.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	37	33.3	94	9						
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	0.0	0.0	0.0	11.1	0.0	0.0	0.0	33	55.6	17	9						
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	7	8						
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	5	9						
	GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	75	33.3	16	3						
	GATWICK	TUI AIRWAYS LTD	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	56	75.0	17	4						
	STANSTED	PEGASUS AIRLINES	S	A	14	0	0	42.9	35.7	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	13						
	STANSTED	PEGASUS AIRLINES	S	D	14	0	0	0.0	7.1	57.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	13	84.6	8	13						
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	12	0	0	8.3	16.7	33.3	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	21	42.9	27	7						
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	53.8	15.4	15.4	15.4	0.0	0.0	0.0	0.0	0.0	28	66.7	12	9						
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	28.6	14.3	0.0	57.1	0.0	0.0	0.0	0.0	0.0	51	33.3	17	3						
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	22.2	0.0	44.4	22.2	0.0	0.0	11.1	0.0	0.0	88	100.0	8	4						
<b>TOTAL IZMIR (ADNAN MENDERES)</b>					<b>117</b>	<b>0</b>	<b>1</b>	<b>9.3</b>	<b>14.4</b>	<b>34.7</b>	<b>12.7</b>	<b>11.9</b>	<b>9.3</b>	<b>3.4</b>	<b>2.5</b>	<b>0.8</b>	<b>0.0</b>	<b>0.8</b>	<b>33</b>	<b>71.6</b>	<b>18</b>	<b>95</b>						

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

ORIGIN/DESTINATION		REPORTING AIRPORT	AIRLINE	Origin/Destinations: J				PERCENTAGE OF FLIGHTS LATE												MAY 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
JAKARTA (SOEKARNO-HATTA INTNL)		HEATHROW	GARUDA INDONESIA	S	A	14	0	0	0.0	7.1	0.0	21.4	50.0	14.3	0.0	7.1	0.0	0.0	0.0	53	69.2	10	13
		HEATHROW	GARUDA INDONESIA	S	D	14	0	0	0.0	14.3	14.3	14.3	42.9	0.0	7.1	0.0	7.1	0.0	0.0	79	92.3	9	13
<b>TOTAL JAKARTA (SOEKARNO-HATTA INTNL)</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10.7</b>	<b>7.1</b>	<b>17.9</b>	<b>46.4</b>	<b>7.1</b>	<b>3.6</b>	<b>3.6</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>	<b>66</b>	<b>80.8</b>	<b>10</b>	<b>26</b>
JEDDAH		HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	27.6	41.4	17.2	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	74.1	14	27
		HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	0.0	20.7	65.5	10.3	0.0	3.4	0.0	0.0	0.0	0.0	0.0	9	88.9	11	27
		HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	0.0	29.0	48.4	12.9	6.5	0.0	3.2	0.0	0.0	0.0	0.0	14	64.5	18	31
		HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	6.5	54.8	19.4	6.5	9.7	0.0	3.2	0.0	0.0	0.0	0.0	11	93.5	5	31
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	23	0	0	0.0	30.4	39.1	17.4	8.7	4.3	0.0	0.0	0.0	0.0	0.0	15	36.4	49	22
		MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	23	0	0	4.3	34.8	30.4	13.0	8.7	4.3	0.0	4.3	0.0	0.0	0.0	24	72.7	20	22
<b>TOTAL JEDDAH</b>						<b>166</b>	<b>0</b>	<b>0</b>	<b>6.6</b>	<b>35.5</b>	<b>36.7</b>	<b>12.0</b>	<b>5.4</b>	<b>1.8</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>73.1</b>	<b>18</b>	<b>160</b>
JEREZ		GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	3	
		GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	7	4	
		GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
		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	3	0.0	0	0
		STANSTED	RYANAIR	S	A	16	0	1	0.0	41.2	41.2	5.9	0.0	0.0	5.9	0.0	0.0	5.9	14	88.9	4	18	
		STANSTED	RYANAIR	S	D	16	0	1	0.0	5.9	76.5	5.9	0.0	0.0	0.0	5.9	0.0	0.0	5.9	20	88.9	7	18
<b>TOTAL JEREZ</b>						<b>39</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>24.4</b>	<b>58.5</b>	<b>4.9</b>	<b>2.4</b>	<b>0.0</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>4.9</b>	<b>16</b>	<b>88.4</b>	<b>6</b>	<b>43</b>
JERSEY		ABERDEEN	FLYBE LTD	S	A	4	0	1	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	2	75.0	17	4	
		ABERDEEN	FLYBE 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	75.0	16	4	
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	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	3	88.9	5	9	
		BELFAST INTERNATIONAL	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	5	100.0	1	9	
		BIRMINGHAM	FLYBE LTD	S	A	64	0	1	4.6	40.0	21.5	15.4	12.3	4.6	0.0	0.0	0.0	1.5	14	66.1	19	61	
		BIRMINGHAM	FLYBE LTD	S	D	66	0	0	0.0	6.1	54.5	21.2	15.2	3.0	0.0	0.0	0.0	0.0	17	71.7	16	52	
		BOURNEMOUTH	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	1	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	389	1	
		BRISTOL	FLYBE LTD	S	A	31	0	0	16.1	48.4	29.0	3.2	0.0	3.2	0.0	0.0	0.0	0.0	3	93.5	3	31	

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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	FLYBE LTD	S D	31	0	0	0.0	29.0	58.1	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	74.2	12	31		
BRISTOL	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	0.0	0	100.0	0	1		
CARDIFF WALES	FLYBE LTD	S A	17	0	0	29.4	35.3	0.0	5.9	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	21	76.9	13	13		
CARDIFF WALES	FLYBE LTD	S D	17	0	0	0.0	35.3	29.4	0.0	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	24	69.2	13	13		
DONCASTER SHEFFIELD	FLYBE LTD	S A	31	0	0	12.9	58.1	22.6	3.2	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	11	83.9	7	29		
DONCASTER SHEFFIELD	FLYBE LTD	S D	31	0	0	0.0	38.7	61.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	87.1	16	30		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S A	31	0	0	9.7	67.7	12.9	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	93.5	8	30		
EAST MIDLANDS INTERNATIONAL	FLYBE LTD	S D	31	0	0	0.0	35.5	45.2	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	11	80.6	8	30		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	33.3	22.2	0.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0		
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	44.4	11.1	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
EDINBURGH	FLYBE 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	0.0	1	100.0	0	2		
EDINBURGH	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	0.0	7	50.0	11	2		
EXETER	FLYBE LTD	S A	30	0	0	6.7	40.0	36.7	6.7	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	73.3	20	30		
EXETER	FLYBE LTD	S D	24	0	1	0.0	36.0	52.0	0.0	4.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	7	92.6	6	27		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	18	0	0	0.0	38.9	16.7	22.2	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	24	52.9	17	17		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	18	0	0	0.0	33.3	27.8	22.2	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	23	64.7	16	17		
GLASGOW	FLYBE LTD	S A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51	0.0	30	1		
GLASGOW	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	0.0	49	100.0	10	1		
LEEDS BRADFORD	JET2.COM LTD	S A	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	0.0	25	60.0	11	5		
LEEDS BRADFORD	JET2.COM LTD	S D	7	0	0	0.0	71.4	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	18	100.0	0	5		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	39	0	0	12.8	33.3	30.8	5.1	7.7	7.7	0.0	2.6	0.0	0.0	0.0	0.0	20	79.5	22	44		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	39	0	0	0.0	38.5	35.9	10.3	5.1	7.7	0.0	2.6	0.0	0.0	0.0	0.0	20	79.5	15	44		
GATWICK	BRITISH AIRWAYS PLC	S A	142	0	3	33.1	37.9	15.9	5.5	1.4	2.8	0.7	0.7	0.0	0.0	2.1	0.0	8	85.5	8	144		
GATWICK	BRITISH AIRWAYS PLC	S D	142	0	3	0.0	49.7	36.6	5.5	1.4	4.1	0.7	0.0	0.0	0.0	2.1	0.0	7	84.7	6	144		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	95	0	2	21.6	43.3	16.5	2.1	9.3	3.1	1.0	0.0	1.0	0.0	2.1	0.0	17	75.0	28	96		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	95	0	2	0.0	32.0	42.3	12.4	6.2	4.1	1.0	0.0	0.0	0.0	2.1	0.0	14	67.0	23	97		
LONDON CITY	FLYBE LTD	S A	45	0	0	20.0	44.4	20.0	6.7	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	9	83.0	10	47		
LONDON CITY	FLYBE LTD	S D	45	0	2	0.0	29.8	38.3	12.8	8.5	6.4	0.0	0.0	0.0	0.0	4.3	0.0	14	51.1	21	47		



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

Origin/Destinations: J

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	1	10.3	31.0	13.8	24.1	13.8	3.4	0.0	0.0	0.0	0.0	3.4	15	71.4	18	21
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	28	0	1	0.0	6.9	37.9	17.2	24.1	10.3	0.0	0.0	0.0	0.0	3.4	24	81.0	12	21
	MANCHESTER	FLYBE LTD	S	A	35	0	0	0.0	45.7	20.0	14.3	8.6	11.4	0.0	0.0	0.0	0.0	0.0	16	69.7	27	33
	MANCHESTER	FLYBE LTD	S	D	35	0	0	0.0	20.0	45.7	8.6	14.3	11.4	0.0	0.0	0.0	0.0	0.0	18	72.7	21	33
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	18.8	37.5	18.8	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14	84.6	11	13
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	0.0	37.5	31.3	6.3	12.5	12.5	0.0	0.0	0.0	0.0	0.0	18	84.6	9	13
	SOUTHAMPTON	BLUE ISLANDS LIMITED	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1
	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	88.8	5	89
	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	84.3	11	89
	SOUTHAMPTON	FLYBE LTD	S	A	148	0	2	4.0	54.7	24.7	7.3	4.7	2.0	1.3	0.0	0.0	0.0	1.3	8	83.1	9	65
	SOUTHAMPTON	FLYBE LTD	S	D	148	0	1	0.0	35.6	47.0	6.7	5.4	2.0	2.7	0.0	0.0	0.0	0.7	11	90.8	4	65
	SOUTHEND	BLUE ISLANDS LIMITED	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
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	15.4	53.8	7.7	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	13	94.1	2	17
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	61.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	94.1	4	17
	DURHAM TEES VALLEY	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	12	50.0	41	2
	DURHAM TEES VALLEY	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	8	100.0	5	2
<b>TOTAL JERSEY</b>					<b>1633</b>	<b>0</b>	<b>20</b>	<b>7.4</b>	<b>39.3</b>	<b>31.7</b>	<b>8.4</b>	<b>6.4</b>	<b>4.4</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>79.7</b>	<b>13</b>	<b>1599</b>
JOHANNESBURG																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	12.9	64.5	17.7	1.6	0.0	0.0	1.6	1.6	0.0	0.0	0.0	9	88.7	5	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	19.4	38.7	12.9	8.1	14.5	4.8	0.0	1.6	0.0	0.0	46	81.7	8	60
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	0.0	22.6	41.9	25.8	9.7	0.0	0.0	0.0	0.0	0.0	0.0	12	89.7	7	58
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	0.0	38.7	35.5	12.9	9.7	3.2	0.0	0.0	0.0	0.0	0.0	11	100.0	1	58
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	9.7	48.4	32.3	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	87.1	4	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	58.1	19.4	6.5	12.9	3.2	0.0	0.0	0.0	0.0	0.0	10	77.4	17	31
<b>TOTAL JOHANNESBURG</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>41.9</b>	<b>30.2</b>	<b>10.5</b>	<b>6.0</b>	<b>4.4</b>	<b>1.6</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>88.3</b>	<b>7</b>	<b>300</b>

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										MAY 2017				
								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		
KALAMATA																						
	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	82	100.0	0	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	62	100.0	9	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22.2	11.1	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	11	9
	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	1	77.8	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	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	66.7	15	3
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	13	3
	HEATHROW	BRITISH AIRWAYS PLC	C	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	33.3	36	3
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	18	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	44.4	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	100.0	1	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	12.5	37.5	0.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	17	50.0	26	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	62.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	26	4
<b>TOTAL KALAMATA</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>8.7</b>	<b>26.1</b>	<b>43.5</b>	<b>2.9</b>	<b>13.0</b>	<b>4.3</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>77.2</b>	<b>12</b>	<b>57</b>
KARACHI																						
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	7	0	0	0.0	14.3	0.0	14.3	42.9	28.6	0.0	0.0	0.0	0.0	0.0	47	50.0	35	8
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	7	0	0	0.0	0.0	14.3	14.3	42.9	28.6	0.0	0.0	0.0	0.0	0.0	46	37.5	20	8
	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	0.0	0	75.0	14	4
	MANCHESTER	PAKISTAN INTL 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	0	0.0	0	0
<b>TOTAL KARACHI</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>6.7</b>	<b>13.3</b>	<b>13.3</b>	<b>40.0</b>	<b>26.7</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>50.0</b>	<b>25</b>	<b>20</b>
KARLSRUHE/BADEN BADEN																						
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	25.0	12.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	63	0.0	0	0
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	12.5	37.5	0.0	12.5	25.0	0.0	12.5	0.0	0.0	0.0	65	0.0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	9.7	29.0	32.3	6.5	9.7	9.7	0.0	3.2	0.0	0.0	0.0	21	80.6	20	31
	STANSTED	RYANAIR	S	D	31	0	0	0.0	3.2	35.5	16.1	32.3	12.9	0.0	0.0	0.0	0.0	0.0	32	77.4	13	31
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>15.4</b>	<b>33.3</b>	<b>10.3</b>	<b>19.2</b>	<b>14.1</b>	<b>0.0</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>79.0</b>	<b>17</b>	<b>62</b>
KARUP																						
	BRISTOL	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	30	0.0	0	0
<b>TOTAL KARUP</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>

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

		Origin/Destinations: K																	MAY 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	0.0
KASSEL																							
	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	0	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	100.0	9	1	
<b>TOTAL KASSEL</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
KATOWICE																							
	BELFAST INTERNATIONAL	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	15	9	
	BELFAST INTERNATIONAL	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	18	9	
	BIRMINGHAM	RYANAIR	S	A	8	0	0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	15	9	
	BIRMINGHAM	RYANAIR	S	D	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	14	9	
	BRISTOL	WIZZ AIR	S	A	9	0	0	0.0	55.6	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	16	77.8	17	9	
	BRISTOL	WIZZ AIR	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	16	66.7	25	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	21	0	0	4.8	42.9	23.8	4.8	14.3	9.5	0.0	0.0	0.0	0.0	0.0	16	77.3	10	22	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	22	0	0	0.0	9.1	50.0	18.2	18.2	4.5	0.0	0.0	0.0	0.0	0.0	19	68.2	14	22	
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	12.5	25.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	0.0	12.5	37.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0	
	GLASGOW	WIZZ AIR	S	A	9	0	0	11.1	44.4	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	42	9	
	GLASGOW	WIZZ AIR	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	22	66.7	44	9	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	5	9	
	LUTON	WIZZ AIR	S	A	87	0	0	37.9	18.4	20.7	8.0	4.6	4.6	4.6	1.1	0.0	0.0	0.0	19	88.6	6	88	
	LUTON	WIZZ AIR	S	D	86	0	0	0.0	18.6	33.7	19.8	8.1	11.6	4.7	3.5	0.0	0.0	0.0	36	75.0	12	88	
	STANSTED	RYANAIR	S	A	28	0	3	0.0	12.9	38.7	22.6	6.5	9.7	0.0	0.0	0.0	0.0	9.7	19	67.7	14	31	
	STANSTED	RYANAIR	S	D	28	0	3	0.0	3.2	45.2	22.6	12.9	6.5	0.0	0.0	0.0	0.0	9.7	20	67.7	13	31	
<b>TOTAL KATOWICE</b>					<b>358</b>	<b>0</b>	<b>6</b>	<b>9.9</b>	<b>21.7</b>	<b>31.3</b>	<b>15.1</b>	<b>9.3</b>	<b>7.7</b>	<b>2.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>77.2</b>	<b>13</b>	<b>372</b>	
KAUNAS																							
	BRISTOL	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	
	BRISTOL	RYANAIR	S	A	13	0	0	30.8	15.4	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	92.3	2	13	
	BRISTOL	RYANAIR	S	D	13	0	0	0.0	7.7	76.9	0.0	0.0	0.0	7.7	7.7	0.0	0.0	0.0	42	92.3	6	13	
	EDINBURGH	RYANAIR	S	A	9	0	0	11.1	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	5	9	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	8	9	
	LUTON	RYANAIR	S	A	31	0	0	22.6	58.1	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	3	31	
	LUTON	RYANAIR	S	D	31	0	0	0.0	16.1	64.5	6.5	6.5	6.5	0.0	0.0	0.0	0.0	0.0	13	80.6	9	31	
	LUTON	WIZZ AIR	S	A	26	0	0	11.5	46.2	34.6	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4	77.4	8	31	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	26	0	0	0.0	23.1	69.2	3.8	3.8	0.0	0.0	0.0	0.0	0.0	0.0	7	83.9	8	31
	STANSTED	RYANAIR	S	A	22	0	0	63.6	27.3	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	2	100.0	0	18	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	4.5	68.2	18.2	9.1	0.0	0.0	0.0	0.0	0.0	12	94.4	5	18	
<b>TOTAL KAUNAS</b>					<b>203</b>	<b>0</b>	<b>0</b>	<b>14.3</b>	<b>27.1</b>	<b>45.3</b>	<b>6.4</b>	<b>4.9</b>	<b>1.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9</b>	<b>88.7</b>	<b>6</b>	<b>204</b>
KAVALA																						
	BIRMINGHAM	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	29	0.0	17	1
	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	0.0	1	50.0	11	2
	BRISTOL	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	2	66.7	18	3	
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES 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	100.0	0	2
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	6	100.0	4	2
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	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	10	100.0	7	2
	GATWICK	THOMAS COOK AIRLINES 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	100.0	6	4
	GATWICK	THOMAS COOK AIRLINES 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	100.0	3	4
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	40	75.0	6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	2	4
	MANCHESTER	TUI AIRWAYS LTD	C	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	0	3
	MANCHESTER	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	100.0	7	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	0	2	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 KAVALA</b>					<b>38</b>	<b>2</b>	<b>0</b>	<b>7.5</b>	<b>20.0</b>	<b>50.0</b>	<b>7.5</b>	<b>7.5</b>	<b>0.0</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>12</b>	<b>90.5</b>	<b>6</b>	<b>42</b>
KEFALLINIA																						
	BIRMINGHAM	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	8	0.0	246	1
	BIRMINGHAM	FLYBE 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	17	33.3	109	3
	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	3	100.0	0	1
	BIRMINGHAM	THOMAS COOK AIRLINES 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	22	25.0	41	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	31	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	7	0	0	28.6	14.3	14.3	0.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	28	83.3	5	6
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	33	87.5	9	8
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	5	0	1	0.0	16.7	16.7	16.7	33.3	0.0	0.0	0.0	0.0	16.7	25	40.0	33	5	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	5	0	1	0.0	16.7	0.0	50.0	16.7	0.0	0.0	0.0	0.0	16.7	22	40.0	30	5	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	THOMAS COOK AIRLINES LTD	S A	3	0	0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70	100.0	0	2	
BRISTOL	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	9	100.0	6	3		
BRISTOL	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
BRISTOL	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	50.0	27	2		
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	67	75.0	10	4		
CARDIFF WALES	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	43	80.0	6	5		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
DONCASTER SHEFFIELD	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	0	0.0	0	0		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	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	0.0	3	66.7	44	3		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	5	3		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	4		
EDINBURGH	JET2.COM LTD	S A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	10	3		
EDINBURGH	JET2.COM 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	8	33.3	15	3		
GLASGOW	JET2.COM LTD	S A	4	0	0	0.0	25.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
GLASGOW	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	0.0	29	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	51	4		
LEEDS BRADFORD	JET2.COM LTD	S D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	25.0	74	4		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	20	0	0	10.0	20.0	30.0	10.0	5.0	10.0	10.0	5.0	0.0	0.0	0.0	0.0	42	73.7	21	19		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	20	0	0	0.0	15.0	50.0	10.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	17	63.2	26	19		
GATWICK	ENTER AIR	C A	1	0	1	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	95	100.0	6	2		
GATWICK	ENTER AIR	C D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	64	2		
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	0.0	53	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	0.0	0	0.0	36	1		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	5	0	0	0.0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	21	71.4	7	7		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	6	0	0	0.0	16.7	16.7	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	3	9		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	9	0	0	0.0	22.2	33.3	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	29	33.3	45	9		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	REPORTING AIRPORT	AIRLINE	C/S	A/D	MAT	UNMAT	CAN	PERCENTAGE OF FLIGHTS LATE										MAY 2017			
								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	NORWEGIAN AIR INTERNATIONAL	S D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	55.6	34	9
GATWICK	THOMAS COOK AIRLINES LTD	S A	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	75.0	7	8	
GATWICK	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	2	100.0	6	8	
GATWICK	TUI AIRWAYS LTD	C A	7	0	0	28.6	28.6	0.0	0.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	32	75.0	36	4	
GATWICK	TUI AIRWAYS LTD	C D	9	0	0	0.0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	39	5	
HEATHROW	BRITISH AIRWAYS PLC	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	
HEATHROW	BRITISH AIRWAYS PLC	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	S A	5	0	0	0.0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	50	0.0	0	0	
HEATHROW	BRITISH AIRWAYS PLC	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	11	0.0	0	0	
LUTON	TUI AIRWAYS LTD	C A	3	0	0	0.0	0.0	0.0	33.3	0.0	33.3	0.0	33.3	0.0	0.0	0.0	97	100.0	3	4	
LUTON	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	93	100.0	3	5	
STANSTED	JET2.COM LTD	S A	6	0	0	16.7	16.7	16.7	0.0	0.0	16.7	33.3	0.0	0.0	0.0	0.0	59	0.0	0	0	
STANSTED	JET2.COM LTD	S D	6	0	0	0.0	16.7	33.3	0.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0	
STANSTED	RYANAIR	S A	9	0	0	0.0	44.4	0.0	11.1	22.2	22.2	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
STANSTED	RYANAIR	S D	9	0	0	0.0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0	
STANSTED	THOMAS COOK AIRLINES LTD	S 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	73	66.7	8	3	
STANSTED	THOMAS COOK AIRLINES LTD	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	78	100.0	0	3	
STANSTED	TUI AIRWAYS 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	31	100.0	4	3	
STANSTED	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	20	100.0	1	4	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	44.4	22.2	0.0	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	100.0	2	9	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	4	9	
MANCHESTER	EUROPE AIRPOST	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	48	33.3	35	3	
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	18	50.0	29	4	
MANCHESTER	FLYBE LTD	C A	4	0	0	0.0	25.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	30	100.0	2	4	
MANCHESTER	FLYBE 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	100.0	3	4	
MANCHESTER	JET2.COM LTD	S A	6	0	0	16.7	0.0	33.3	0.0	16.7	33.3	0.0	0.0	0.0	0.0	0.0	41	80.0	65	5	
MANCHESTER	JET2.COM 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	60.0	53	5	
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	8	0	0	12.5	25.0	12.5	0.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	42	75.0	8	8	
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	12.5	25.0	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	39	62.5	17	8	
MANCHESTER	TUI AIRWAYS LTD	C A	11	0	0	0.0	27.3	18.2	9.1	18.2	18.2	9.1	0.0	0.0	0.0	0.0	39	81.8	10	11	
MANCHESTER	TUI AIRWAYS LTD	C D	15	0	0	0.0	13.3	60.0	13.3	6.7	0.0	0.0	6.7	0.0	0.0	0.0	20	80.0	32	15	

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

		Origin/Destinations: K																	MAY 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
								33.3	33.3	0.0	33.3	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	A	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	3	3
	NEWCASTLE	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	0	0
	NEWCASTLE	TUI AIRWAYS LTD	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	10	1
<b>TOTAL KEFALLINIA</b>					<b>356</b>	<b>0</b>	<b>3</b>	<b>5.3</b>	<b>20.1</b>	<b>33.7</b>	<b>13.6</b>	<b>11.7</b>	<b>10.3</b>	<b>2.5</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>27</b>	<b>73.8</b>	<b>21</b>	<b>298</b>
KEFLAVIK																						
	ABERDEEN	FLUGFELAG ISLANDS(AIR ICELAND)	S	A	6	0	0	0.0	33.3	33.3	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	29	69.2	11	13
	ABERDEEN	FLUGFELAG ISLANDS(AIR ICELAND)	S	D	6	0	0	16.7	66.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	13
	BELFAST CITY (GEORGE BEST)	FLUGFELAG ISLANDS(AIR ICELAND)	S	A	7	0	0	0.0	42.9	28.6	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLUGFELAG ISLANDS(AIR ICELAND)	S	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	0
	BELFAST INTERNATIONAL	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
	BELFAST INTERNATIONAL	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
	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	36.4	18	11
	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	90.9	4	11
	CARDIFF WALES	ICELANDAIR	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	FAI FLIGHT-AMBULANCE SERVICE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	11.1	55.6	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	26	75.0	9	8
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	23	100.0	3	8
	EDINBURGH	WOW AIR	S	A	19	0	0	31.6	42.1	21.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	93.8	2	16
	EDINBURGH	WOW AIR	S	D	19	0	0	10.5	68.4	15.8	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	16
	GLASGOW	ICELANDAIR	S	A	31	0	0	0.0	19.4	48.4	22.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	14	19.4	49	31
	GLASGOW	ICELANDAIR	S	D	31	0	0	3.2	38.7	38.7	16.1	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	90.3	3	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	18.8	31.3	31.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	47.1	22	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	0.0	43.8	56.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	70.6	12	17
	GATWICK	ICELANDAIR	S	A	25	0	0	0.0	16.0	32.0	16.0	28.0	8.0	0.0	0.0	0.0	0.0	0.0	25	48.0	20	25
	GATWICK	ICELANDAIR	S	D	25	0	0	0.0	24.0	32.0	12.0	24.0	4.0	0.0	4.0	0.0	0.0	0.0	25	64.0	14	25
	GATWICK	WOW AIR	S	A	62	0	0	30.6	35.5	21.0	6.5	4.8	0.0	1.6	0.0	0.0	0.0	0.0	7	91.9	4	62
	GATWICK	WOW AIR	S	D	63	0	1	0.0	50.0	29.7	10.9	4.7	0.0	1.6	1.6	0.0	0.0	1.6	13	91.9	6	62

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	35.5	38.7	12.9	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	87.5	12	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	67.7	29.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	93.8	8	16
	HEATHROW	ICELANDAIR	S	A	62	0	0	3.2	16.1	40.3	22.6	6.5	6.5	1.6	3.2	0.0	0.0	0.0	27	50.0	19	62
	HEATHROW	ICELANDAIR	S	D	62	0	0	0.0	8.1	41.9	27.4	11.3	6.5	1.6	3.2	0.0	0.0	0.0	29	50.0	19	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	22.2	40.7	18.5	11.1	3.7	0.0	3.7	0.0	0.0	0.0	0.0	9	81.5	19	27
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	0.0	37.0	59.3	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	7	92.6	6	27
	LUTON	JETFLITE OY	C	D	0	0	0	0.0	0.0	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	17	0	0	0.0	5.9	58.8	5.9	23.5	5.9	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	LUTON	WIZZ AIR	S	D	17	0	0	0.0	23.5	70.6	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	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	100.0	5	2
	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	100.0	0	2
	STANSTED	PRIMERA AIR SCANDINAVIA	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	STANSTED	WOW AIR	S	A	31	0	0	48.4	22.6	12.9	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	STANSTED	WOW AIR	S	D	31	0	0	0.0	22.6	61.3	12.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	12	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	13	10
	MANCHESTER	ICELANDAIR	S	A	22	0	0	0.0	50.0	45.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	5	42.9	24	21
	MANCHESTER	ICELANDAIR	S	D	22	0	0	0.0	45.5	45.5	4.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	6	90.5	4	21
<b>TOTAL KEFLAVIK</b>					<b>753</b>	<b>0</b>	<b>1</b>	<b>9.0</b>	<b>33.6</b>	<b>35.5</b>	<b>11.8</b>	<b>6.0</b>	<b>2.0</b>	<b>1.1</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>13</b>	<b>72.0</b>	<b>13</b>	<b>643</b>
KERRY COUNTY																						
	LUTON	RYANAIR	S	A	30	0	0	0.0	16.7	60.0	13.3	6.7	0.0	3.3	0.0	0.0	0.0	0.0	15	83.9	9	31
	LUTON	RYANAIR	S	D	31	0	0	0.0	35.5	45.2	9.7	6.5	0.0	3.2	0.0	0.0	0.0	0.0	12	90.3	4	31
	STANSTED	RYANAIR	S	A	22	0	0	4.5	4.5	36.4	40.9	4.5	9.1	0.0	0.0	0.0	0.0	0.0	24	88.9	5	27
	STANSTED	RYANAIR	S	D	22	0	0	0.0	4.5	59.1	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	15	81.5	7	27
<b>TOTAL KERRY COUNTY</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>1.0</b>	<b>17.1</b>	<b>50.5</b>	<b>20.0</b>	<b>7.6</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>86.2</b>	<b>6</b>	<b>116</b>
KIEV (BORISPOL)																						
	EAST MIDLANDS INTERNATIONAL	TRANSAVIA FRANCE	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
	EAST MIDLANDS INTERNATIONAL	TRANSAVIA FRANCE	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
	LIVERPOOL (JOHN LENNON)	AIGLE AZUR	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	146	0.0	0	0
	LIVERPOOL (JOHN LENNON)	AIGLE AZUR	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
	LIVERPOOL (JOHN LENNON)	AIR BUCHAREST	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	92	0.0	0	0



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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)	AIR BUCAREST	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	AIR X CHARTER	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	
	LIVERPOOL (JOHN LENNON)	AIR X CHARTER	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	
	LIVERPOOL (JOHN LENNON)	ARKEFLY	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	35	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	ARKEFLY	C	D	2	0	0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	98	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	AVIATION ASSISTANCE	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	30	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	AVIATION ASSISTANCE	C	D	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	
	LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	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	
	LIVERPOOL (JOHN LENNON)	CSA CZECH AIRLINES	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	CSA CZECH AIRLINES	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	DANISH AIR TRANSPORT	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	DANISH AIR TRANSPORT	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)	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	37	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	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	30	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	ETHIOPIAN AIRLINES	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	C	A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	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	12	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	JORDAN AVIATION	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	JORDAN 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	25	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	PROAIR AVIATION	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	PROAIR AVIATION	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	SOUTH AFRICAN AIRWAYS	C	A	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	71	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	SOUTH AFRICAN AIRWAYS	C	D	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	85	0.0	0	0	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)	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	35	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	THOMAS COOK AIRLINES LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	65	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	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	66	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	TRADE AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	TRADE 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	
	LIVERPOOL (JOHN LENNON)	UKRAINE INTERNATIONAL AIRLINES	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	
	LIVERPOOL (JOHN LENNON)	UKRAINE INTERNATIONAL AIRLINES	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	VUELING AIRLINES	C	A	3	0	0	0.0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	95	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	VUELING AIRLINES	C	D	3	0	0	0.0	0.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	61	0.0	0	0	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	62	0	0	6.5	37.1	35.5	8.1	8.1	3.2	1.6	0.0	0.0	0.0	0.0	11	91.4	4	58	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	62	0	0	0.0	12.9	46.8	21.0	12.9	4.8	1.6	0.0	0.0	0.0	0.0	19	82.8	9	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	25.8	35.5	12.9	9.7	3.2	9.7	0.0	0.0	0.0	0.0	3.2	12	90.3	16	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	54.8	6.5	3.2	6.5	0.0	0.0	0.0	0.0	0.0	11	83.9	12	31	
	HEATHROW	ETHIOPIAN AIRLINES	C	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0		
	HEATHROW	SOUTH AFRICAN 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	90	0.0	0	0	
	HEATHROW	SOUTH AFRICAN 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	5	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	33.3	29	3	
	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	66.7	7	3	
	MANCHESTER	ENTER AIR	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	111	0.0	0	0	
	MANCHESTER	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	15	0.0	0	0	
	MANCHESTER	TRANSAVIA FRANCE	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
	MANCHESTER	TRANSAVIA FRANCE	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	79	0.0	0	0	
	MANCHESTER	UKRAINE INTERNATIONAL AIRLINES	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		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAY 2017		
																More than 15 m early	15 m to 30 m early	30 m to 45 m early	45 m to 60 m early	60 m to 75 m early	75 m to 90 m early	90 m to 105 m early	105 m to 120 m early	120 m to 135 m early	135 m to 150 m early	150 m to 165 m early	165 m to 180 m early	180 m to 200 m early	200 m to 215 m early	215 m to 230 m early	230 m to 245 m early	245 m to 260 m early	260 m to 275 m early	275 m to 290 m early	290 m to 305 m early	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)
		MANCHESTER	XL AIRWAYS FRANCE	C	A	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	92	0.0	0	0														
		MANCHESTER	XL AIRWAYS FRANCE	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0														
<b>TOTAL KIEV (BORISPOL)</b>						<b>249</b>	<b>0</b>	<b>3</b>	<b>4.8</b>	<b>20.6</b>	<b>35.3</b>	<b>15.5</b>	<b>10.7</b>	<b>9.9</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>21</b>	<b>85.9</b>	<b>9</b>	<b>184</b>																
KIEV (ZHULYANY)																																						
		LIVERPOOL (JOHN LENNON)	ETHIOPIAN AIRLINES	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	225	0.0	0	0															
		LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0															
		LIVERPOOL (JOHN LENNON)	VUELING AIRLINES	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0															
		LIVERPOOL (JOHN LENNON)	VUELING AIRLINES	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	80	0.0	0	0															
		LUTON	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	9	100.0	4	5															
		LUTON	WIZZ AIR	S	D	11	0	0	0.0	9.1	54.5	9.1	9.1	18.2	0.0	0.0	0.0	0.0	0.0	24	100.0	6	5															
<b>TOTAL KIEV (ZHULYANY)</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>15.4</b>	<b>38.5</b>	<b>11.5</b>	<b>7.7</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>26</b>	<b>100.0</b>	<b>5</b>	<b>10</b>															
KIGALI																																						
		GATWICK	RWANDAIR EXPRESS	S	A	14	0	0	7.1	35.7	35.7	0.0	7.1	7.1	0.0	7.1	0.0	0.0	0.0	28	50.0	14	2															
		GATWICK	RWANDAIR EXPRESS	S	D	14	0	0	0.0	7.1	50.0	14.3	14.3	7.1	0.0	7.1	0.0	0.0	0.0	33	0.0	31	2															
<b>TOTAL KIGALI</b>						<b>28</b>	<b>0</b>	<b>0</b>	<b>3.6</b>	<b>21.4</b>	<b>42.9</b>	<b>7.1</b>	<b>10.7</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>30</b>	<b>25.0</b>	<b>22</b>	<b>4</b>															
KINGSTON																																						
		GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	21.4	21.4	28.6	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	15	72.2	13	18															
		GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	23.1	38.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	24	44.4	23	18															
<b>TOTAL KINGSTON</b>						<b>27</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>22.2</b>	<b>25.9</b>	<b>25.9</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>0.0</b>	<b>19</b>	<b>58.3</b>	<b>18</b>	<b>36</b>															
KIRKWALL																																						
		ABERDEEN	EASTERN AIRWAYS	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0															
		ABERDEEN	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															
		ABERDEEN	LOGANAIR LTD	S	A	96	0	2	31.6	51.0	4.1	5.1	2.0	2.0	2.0	0.0	0.0	2.0	7	82.0	13	89																
		ABERDEEN	LOGANAIR LTD	S	D	97	0	2	0.0	40.4	42.4	6.1	1.0	5.1	2.0	0.0	1.0	0.0	2.0	15	84.3	9	89															
		EDINBURGH	LOGANAIR LTD	S	A	88	0	1	15.7	53.9	21.3	3.4	3.4	1.1	0.0	0.0	0.0	0.0	1.1	5	68.6	25	86															
		EDINBURGH	LOGANAIR LTD	S	D	89	0	0	0.0	39.3	47.2	9.0	1.1	2.2	1.1	0.0	0.0	0.0	0.0	8	69.8	19	86															
		GLASGOW	LOGANAIR LTD	S	A	42	0	0	21.4	33.3	21.4	11.9	2.4	4.8	2.4	2.4	0.0	0.0	0.0	18	77.1	22	35															
		GLASGOW	LOGANAIR LTD	S	D	42	0	0	0.0	33.3	42.9	16.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	17	80.0	11	35															
<b>TOTAL KIRKWALL</b>						<b>456</b>	<b>0</b>	<b>5</b>	<b>11.9</b>	<b>43.8</b>	<b>29.1</b>	<b>7.4</b>	<b>1.7</b>	<b>2.6</b>	<b>2.0</b>	<b>0.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.1</b>	<b>10</b>	<b>76.7</b>	<b>16</b>	<b>420</b>															
KOS																																						
		BIRMINGHAM	JET2.COM LTD	S	A	6	0	0	0.0	16.7	50.0	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0															
		BIRMINGHAM	JET2.COM LTD	S	D	6	0	0	0.0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0															

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	PRIMERA AIR SCANDINAVIA	S 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		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	8	0	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	100.0	1	7		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	9	0	0	0	0.0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	75.0	11	8		
BIRMINGHAM	TUI AIRWAYS LTD	C A	7	0	0	0	14.3	0.0	42.9	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	20	57.1	29	7		
BIRMINGHAM	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	11.1	44.4	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	22	55.6	30	9		
BRISTOL	THOMAS COOK AIRLINES LTD	S A	3	0	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
BRISTOL	THOMAS COOK AIRLINES LTD	S D	3	0	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C A	4	0	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	3	4		
BRISTOL	TUI AIRWAYS LTD	C D	6	0	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	21	5		
CARDIFF WALES	TUI AIRWAYS LTD	C A	1	0	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	40	100.0	0	1		
CARDIFF WALES	TUI AIRWAYS LTD	C D	2	0	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	100.0	0	2		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	4	0	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	4	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	7	75.0	9	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	7	0	0	0	0.0	28.6	42.9	0.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	26	71.4	21	7		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	32	8		
EDINBURGH	JET2.COM LTD	S A	5	0	0	0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0		
EDINBURGH	JET2.COM LTD	S D	5	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	1	0.0	0	0		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0	11.1	44.4	11.1	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	27	88.9	6	9		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	29	77.8	12	9		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	3	0	1	0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	22	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	4	0	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S A	5	0	1	0	0.0	16.7	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	16.7	27	40.0	45	4		
LEEDS BRADFORD	JET2.COM LTD	S D	6	0	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	60.0	18	5		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0	0.0	33.3	11.1	11.1	11.1	33.3	0.0	0.0	0.0	0.0	0.0	44	88.9	24	9		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	22.2	47	9		
GATWICK	ENTER AIR	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	0.0	20	66.7	16	3		
GATWICK	ENTER AIR	C D	2	0	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	18	3		
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	100.0	1	5		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	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	60.0	13	5
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	5	0	0	20.0	20.0	20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	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	19	100.0	12	1
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	11	0	0	0.0	9.1	45.5	0.0	9.1	9.1	9.1	18.2	0.0	0.0	0.0	65	75.0	6	8
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	12	0	0	0.0	0.0	41.7	25.0	0.0	8.3	0.0	25.0	0.0	0.0	0.0	67	62.5	12	8
	GATWICK	TUI AIRWAYS LTD	C	A	10	0	1	9.1	27.3	18.2	0.0	18.2	0.0	18.2	0.0	0.0	0.0	9.1	44	83.3	7	12
	GATWICK	TUI AIRWAYS LTD	C	D	15	0	0	0.0	13.3	46.7	0.0	13.3	0.0	26.7	0.0	0.0	0.0	0.0	51	76.5	13	17
	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	3	3	
	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	3	4	
	STANSTED	JET2.COM LTD	S	A	10	0	0	10.0	20.0	20.0	20.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0	84	83.3	9	6
	STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	20.0	40.0	10.0	20.0	0.0	0.0	10.0	0.0	0.0	0.0	30	100.0	7	6
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	3	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	54	66.7	6	3
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	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	95	66.7	13	3
	STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	54	100.0	3	4
	STANSTED	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	42	80.0	11	5
	MANCHESTER	EUROPE AIRPOST	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	66.7	19	3
	MANCHESTER	EUROPE AIRPOST	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	37	66.7	18	3
	MANCHESTER	JET2.COM LTD	S	A	9	0	1	0.0	10.0	30.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	10.0	22	77.8	11	9
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	0.0	10.0	60.0	0.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	22	55.6	16	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	16	0	0	12.5	25.0	31.3	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	70.0	19	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	16	0	0	0.0	0.0	68.8	18.8	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	60.0	20	10
	MANCHESTER	TUI AIRWAYS LTD	C	A	12	0	0	0.0	0.0	33.3	33.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	26	69.2	24	13
	MANCHESTER	TUI AIRWAYS LTD	C	D	15	0	0	0.0	0.0	40.0	26.7	6.7	26.7	0.0	0.0	0.0	0.0	0.0	31	37.5	31	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	3	0	0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	27	100.0	0	2
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	55	100.0	4	3
	NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	28.6	28.6	0.0	0.0	28.6	14.3	0.0	0.0	0.0	0.0	0.0	28	100.0	2	4
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	11.1	22.2	22.2	11.1	22.2	11.1	0.0	0.0	0.0	0.0	44	100.0	1	5
<b>TOTAL KOS</b>					<b>354</b>	<b>0</b>	<b>4</b>	<b>3.4</b>	<b>13.4</b>	<b>38.8</b>	<b>15.9</b>	<b>12.8</b>	<b>9.5</b>	<b>2.8</b>	<b>2.0</b>	<b>0.3</b>	<b>0.0</b>	<b>1.1</b>	<b>30</b>	<b>72.9</b>	<b>16</b>	<b>294</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	77.8	9	9	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	17	9		
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	6	0	0	83.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	11	9		
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	6	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	21	9		
	LUTON	WIZZ AIR	S	A	28	0	0	50.0	25.0	10.7	10.7	0.0	3.6	0.0	0.0	0.0	0.0	6	94.3	4	35		
	LUTON	WIZZ AIR	S	D	28	0	0	0.0	14.3	60.7	7.1	14.3	0.0	0.0	3.6	0.0	0.0	20	68.6	18	35		
<b>TOTAL KOSICE</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>27.9</b>	<b>22.1</b>	<b>33.8</b>	<b>7.4</b>	<b>5.9</b>	<b>1.5</b>	<b>0.0</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>79.2</b>	<b>12</b>	<b>106</b>		
KRAKOW	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	0.0	35.7	57.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	6	13		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	14.3	78.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	13		
	BELFAST INTERNATIONAL	RYANAIR	S	A	14	0	0	14.3	78.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	4	13		
	BELFAST INTERNATIONAL	RYANAIR	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	10	92.3	8	13		
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	0.0	75.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	18	0.0	0	0		
	BIRMINGHAM	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	21	77.8	10	9		
	BIRMINGHAM	RYANAIR	S	D	10	0	0	0.0	10.0	40.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	30	55.6	16	9		
	BOURNEMOUTH	RYANAIR	S	A	8	0	0	0.0	25.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	18	44.4	37	9		
	BOURNEMOUTH	RYANAIR	S	D	8	0	0	12.5	0.0	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	23	44.4	41	9		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	35.3	41.2	11.8	11.8	0.0	0.0	0.0	0.0	0.0	10	70.6	23	17		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	0.0	58.8	29.4	11.8	0.0	0.0	0.0	0.0	0.0	16	70.6	24	17		
	BRISTOL	RYANAIR	S	A	13	0	0	46.2	46.2	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	5	85.7	3	14		
	BRISTOL	RYANAIR	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	4	85.7	5	14		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	7.7	69.2	7.7	0.0	7.7	7.7	0.0	0.0	0.0	0.0	11	85.7	4	14		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	0.0	76.9	7.7	7.7	0.0	7.7	0.0	0.0	0.0	19	85.7	10	14		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	41.2	17.6	35.3	5.9	0.0	0.0	0.0	0.0	0.0	11	66.7	20	18		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	15	18		
	EDINBURGH	RYANAIR	S	A	18	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	14	77.8	7	18		
	EDINBURGH	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	6	88.9	8	18		
	GLASGOW	RYANAIR	S	A	9	0	0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	LEEDS BRADFORD	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	0.0	0	0		

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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							
	LEEDS BRADFORD	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	
	LEEDS BRADFORD	RYANAIR	S	A	18	0	0	0.0	44.4	22.2	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	14	88.2	9	17	
	LEEDS BRADFORD	RYANAIR	S	D	18	0	0	0.0	11.1	44.4	22.2	16.7	5.6	0.0	0.0	0.0	0.0	0.0	19	88.2	9	17	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	15.4	23.1	53.8	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.3	3	13	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	76.9	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	13	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	13	0	0	0.0	61.5	15.4	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	11	92.9	3	14	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	13	0	0	0.0	30.8	46.2	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	12	92.9	3	14	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	33.3	23.1	7.7	7.7	15.4	12.8	0.0	0.0	0.0	0.0	0.0	20	77.5	10	40	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	0.0	15.4	38.5	20.5	17.9	7.7	0.0	0.0	0.0	0.0	0.0	21	65.0	16	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	34	0	0	14.7	38.2	26.5	8.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	11	86.7	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	0	0.0	20.6	52.9	11.8	11.8	2.9	0.0	0.0	0.0	0.0	0.0	13	83.3	9	30	
	STANSTED	RYANAIR	S	A	80	0	3	14.5	33.7	18.1	9.6	12.0	3.6	2.4	0.0	2.4	0.0	3.6	24	95.2	2	83	
	STANSTED	RYANAIR	S	D	80	0	3	0.0	4.8	41.0	24.1	19.3	4.8	1.2	1.2	0.0	0.0	3.6	29	88.0	7	83	
	STANSTED	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	
	STANSTED	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	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	21.4	28.6	14.3	0.0	14.3	14.3	7.1	0.0	0.0	0.0	0.0	31	61.5	22	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	14.3	35.7	21.4	7.1	14.3	7.1	0.0	0.0	0.0	0.0	32	61.5	23	13	
	MANCHESTER	JET2.COM LTD	S	A	8	0	0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	8	9	
	MANCHESTER	JET2.COM LTD	S	D	8	0	0	0.0	0.0	75.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	22	88.9	4	9	
	MANCHESTER	RYANAIR	S	A	17	0	0	0.0	23.5	35.3	11.8	23.5	5.9	0.0	0.0	0.0	0.0	0.0	21	61.1	15	18	
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	0.0	47.1	41.2	11.8	0.0	0.0	0.0	0.0	0.0	0.0	17	44.4	21	18	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	12.5	37.5	37.5	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	28	88.9	5	9	
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	25.0	50.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	34	100.0	2	9	
<b>TOTAL KRAKOW</b>					<b>772</b>	<b>0</b>	<b>6</b>	<b>6.7</b>	<b>26.3</b>	<b>36.0</b>	<b>14.0</b>	<b>10.3</b>	<b>4.5</b>	<b>0.8</b>	<b>0.4</b>	<b>0.3</b>	<b>0.0</b>	<b>0.8</b>	<b>17</b>	<b>81.9</b>	<b>10</b>	<b>744</b>	
KUALA LUMPUR (SEPANG)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	38.7	51.6	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	48.4	9.7	9.7	6.5	0.0	0.0	0.0	0.0	0.0	13	83.3	11	30	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	62	0	1	27.0	33.3	25.4	7.9	1.6	1.6	0.0	1.6	0.0	0.0	1.6	10	51.9	23	54	

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

Origin/Destinations: K

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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					
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	62	0	1	0.0	30.2	46.0	12.7	1.6	6.3	0.0	0.0	1.6	0.0	1.6	33	88.9	8	54					
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>186</b>	<b>0</b>	<b>2</b>	<b>15.4</b>	<b>34.0</b>	<b>33.5</b>	<b>8.5</b>	<b>2.7</b>	<b>3.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>1.1</b>	<b>17</b>	<b>76.9</b>	<b>13</b>	<b>169</b>					
KUTAISI																											
	LUTON	WIZZ AIR	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	1	0.0	0	0					
	LUTON	WIZZ AIR	S	D	9	0	0	0.0	11.1	22.2	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0					
<b>TOTAL KUTAISI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>22.2</b>	<b>5.6</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>0.0</b>	<b>0</b>	<b>0</b>					
KUWAIT																											
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77.4	12.9	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	40	30					
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	51.6	3.2	12.9	3.2	0.0	0.0	0.0	0.0	0.0	11	66.7	15	30					
	HEATHROW	KUWAIT AIRWAYS	S	A	44	0	0	25.0	20.5	29.5	20.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	25	44					
	HEATHROW	KUWAIT AIRWAYS	S	D	44	0	0	2.3	18.2	38.6	25.0	9.1	2.3	4.5	0.0	0.0	0.0	0.0	20	65.9	17	44					
<b>TOTAL KUWAIT</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>24.0</b>	<b>20.0</b>	<b>32.7</b>	<b>14.0</b>	<b>6.7</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>64.9</b>	<b>24</b>	<b>148</b>					



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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	
LA ROCHELLE																							
	BIRMINGHAM	FLYBE 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	20	50.0	0	1	
	BIRMINGHAM	FLYBE 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	10	50.0	28	2	
	LEEDS BRADFORD	JET2.COM LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	5	0	1	0.0	33.3	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	16.7	26	57.1	23	7	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	5	0	1	0.0	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	16.7	18	57.1	17	7	
	STANSTED	RYANAIR	S	A	19	0	2	0.0	14.3	33.3	9.5	28.6	0.0	4.8	0.0	0.0	0.0	9.5	25	88.2	6	17	
	STANSTED	RYANAIR	S	D	20	0	2	0.0	4.5	54.5	18.2	9.1	0.0	4.5	0.0	0.0	0.0	9.1	19	76.5	9	17	
	MANCHESTER	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	100.0	0	1	
	MANCHESTER	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	10	100.0	0	1	
	SOUTHAMPTON	FLYBE LTD	S	A	13	0	1	0.0	21.4	42.9	7.1	21.4	0.0	0.0	0.0	0.0	0.0	7.1	13	83.3	9	18	
	SOUTHAMPTON	FLYBE LTD	S	D	15	0	0	0.0	40.0	26.7	6.7	26.7	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	5	18	
<b>TOTAL LA ROCHELLE</b>					<b>86</b>	<b>0</b>	<b>7</b>	<b>0.0</b>	<b>22.6</b>	<b>37.6</b>	<b>10.8</b>	<b>17.2</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.5</b>	<b>18</b>	<b>78.9</b>	<b>9</b>	<b>89</b>	
LAGOS																							
	GATWICK	MED-VIEW AIRLINE	S	A	0	0	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	9	
	GATWICK	MED-VIEW AIRLINE	S	D	0	0	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	11	9	
	GATWICK	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	31	1	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	41.9	16.1	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	10	100.0	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	9.7	74.2	0.0	12.9	3.2	0.0	0.0	0.0	0.0	0.0	13	56.7	26	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	29.0	38.7	29.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.1	9	28	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	61.3	32.3	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	88.9	6	27	
	LUTON	AIR ALLIANCE EXPRESS	C	A	0	0	0	0.0	0.0	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 LAGOS</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>13.7</b>	<b>37.9</b>	<b>37.9</b>	<b>4.8</b>	<b>4.0</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>7</b>	<b>77.3</b>	<b>10</b>	<b>135</b>	
LAHORE																							
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	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	6	76.9	21	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	0.0	38.5	15.4	15.4	30.8	0.0	0.0	0.0	0.0	0.0	0.0	18	55.6	42	18	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	22.2	33.3	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	17	81.8	16	11	
	MANCHESTER	PAKISTAN INTL AIRLINES	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	16	60.0	17	10	
<b>TOTAL LAHORE</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>35.6</b>	<b>33.3</b>	<b>6.7</b>	<b>11.1</b>	<b>2.2</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>67.3</b>	<b>27</b>	<b>52</b>	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
LAMETIA-TERME																						
	HEATHROW	BRITISH AIRWAYS PLC	C	A	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	89	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	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	60	0.0	0	0
	STANSTED	RYANAIR	S	A	18	0	1	0.0	26.3	31.6	26.3	5.3	5.3	0.0	0.0	0.0	0.0	5.3	17	83.3	32	18
	STANSTED	RYANAIR	S	D	18	0	1	0.0	5.3	57.9	15.8	10.5	5.3	0.0	0.0	0.0	0.0	5.3	18	94.4	9	18
<b>TOTAL LAMETIA-TERME</b>					<b>44</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>17.4</b>	<b>41.3</b>	<b>17.4</b>	<b>8.7</b>	<b>6.5</b>	<b>0.0</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>28</b>	<b>88.9</b>	<b>21</b>	<b>36</b>
LARNACA																						
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	6	0	0	16.7	16.7	16.7	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	11	5
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	13	80.0	8	5
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	A	18	0	0	22.2	50.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	BIRMINGHAM	BLUE AIR TRANSPORT AERIAN	S	D	18	0	0	0.0	0.0	61.1	22.2	16.7	0.0	0.0	0.0	0.0	0.0	0.0	17	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	75.0	0	3
	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	25.0	21	3
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	11.1	44.4	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	28	0.0	0	0
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	77.8	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	24	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	64.0	12	25
	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	65.4	15	26
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	31	58.3	20	12
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	0.0	40.0	40.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	30	71.4	21	14
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	7.7	7.7	53.8	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	22	25.0	133	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	14	0	0	0.0	0.0	50.0	21.4	21.4	7.1	0.0	0.0	0.0	0.0	0.0	25	55.6	22	9
	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	13	
	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	84.6	6	13	
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	22.2	11.1	11.1	44.4	11.1	0.0	0.0	0.0	0.0	0.0	32	87.5	5	8
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	22.2	22.2	44.4	11.1	0.0	0.0	0.0	0.0	0.0	38	77.8	14	9
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	28	40.0	14	5
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	35	66.7	12	6
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	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	34	75.0	8	4
	CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	46	75.0	4	4

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	TUI AIRWAYS LTD	C A	3	0	0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	68	66.7	8	3	
CARDIFF WALES	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50	100.0	0	4	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	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	0.0	0.0	0	100.0	1	3		
DONCASTER SHEFFIELD	TUI 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	0.0	0	100.0	2	5		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	10	0	0	20.0	40.0	10.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	18	87.5	5	8		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	55.6	14	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	80.0	5	5		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	5	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	3	0	0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	45	25.0	32	4		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50	75.0	20	4		
EDINBURGH	JET2.COM LTD	S A	5	0	0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	80.0	5	5		
EDINBURGH	JET2.COM LTD	S D	5	0	0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	5		
EDINBURGH	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	25	80.0	34	5		
EDINBURGH	TUI AIRWAYS LTD	C D	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	29	80.0	12	5		
EXETER	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	0.0	0.0	7	75.0	10	4		
EXETER	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	41	75.0	10	4		
GLASGOW	JET2.COM 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	4	100.0	2	5		
GLASGOW	JET2.COM LTD	S D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	5		
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	37.5	26	8		
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	75.0	16	8		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	22.2	11.1	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	35	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	0.0	36	100.0	3	4		
LEEDS BRADFORD	JET2.COM LTD	S A	13	0	1	28.6	14.3	28.6	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	7.1	19	75.0	4	11		
LEEDS BRADFORD	JET2.COM LTD	S D	14	0	0	0.0	14.3	57.1	0.0	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	28	80.0	10	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	0.0	0	50.0	20	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	0.0	0	55.6	21	9		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	11.1	22.2	22.2	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	26	66.7	28	9		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	66.7	20	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	14.3	28.6	28.6	7.1	0.0	14.3	0.0	0.0	7.1	0.0	0.0	95	84.6	17	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	14.3	50.0	14.3	7.1	7.1	0.0	7.1	0.0	0.0	0.0	37	53.8	28	13
	GATWICK	COBALT	S	A	37	0	0	21.6	27.0	29.7	10.8	0.0	8.1	2.7	0.0	0.0	0.0	0.0	13	0.0	0	0
	GATWICK	COBALT	S	D	36	0	0	0.0	19.4	36.1	19.4	11.1	11.1	2.8	0.0	0.0	0.0	0.0	22	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	1	3.1	18.8	28.1	9.4	18.8	15.6	3.1	0.0	0.0	0.0	3.1	29	61.3	18	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	3.2	45.2	22.6	16.1	9.7	0.0	3.2	0.0	0.0	0.0	29	48.4	21	31
	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	17	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	50.0	15	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	5	0	0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	75.0	31	4
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	80.0	28	5
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	22.2	11.1	55.6	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	55.6	22	9
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	9	9
	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	100.0	2	1
	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	100.0	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	7.7	23.1	7.7	7.7	15.4	23.1	15.4	0.0	0.0	0.0	0.0	50	66.7	15	12
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	23.1	23.1	15.4	30.8	0.0	7.7	0.0	0.0	0.0	52	46.2	22	13
	GATWICK	TUI AIRWAYS LTD	C	A	10	0	0	0.0	10.0	30.0	20.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	37	66.7	20	15
	GATWICK	TUI AIRWAYS LTD	C	D	14	0	0	0.0	14.3	42.9	21.4	14.3	0.0	7.1	0.0	0.0	0.0	0.0	23	71.4	24	14
	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	67.7	15	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	58.1	15	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	8.1	25.8	32.3	11.3	12.9	8.1	1.6	0.0	0.0	0.0	0.0	17	78.3	8	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	9.7	58.1	19.4	8.1	4.8	0.0	0.0	0.0	0.0	0.0	15	76.7	12	60
	HEATHROW	COBALT	S	A	31	0	0	6.5	32.3	38.7	12.9	3.2	0.0	3.2	3.2	0.0	0.0	0.0	19	0.0	0	0
	HEATHROW	COBALT	S	D	31	0	0	0.0	19.4	35.5	22.6	12.9	3.2	6.5	0.0	0.0	0.0	0.0	26	0.0	0	0
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	17	0	0	41.2	35.3	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	5	18
	LUTON	BLUE AIR TRANSPORT AERIAN	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	11	77.8	12	18

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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		
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	92.9	9	14		
LUTON	TUI AIRWAYS LTD	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	75.0	9	4		
LUTON	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	8	5		
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		
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	12	0	0	0.0	8.3	16.7	25.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0		
LUTON	WIZZ AIR	S	D	12	0	0	0.0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0		
STANSTED	COBALT	S	A	13	0	0	23.1	61.5	0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	18	0.0	0	0		
STANSTED	COBALT	S	D	13	0	0	0.0	0.0	38.5	38.5	15.4	0.0	0.0	7.7	0.0	0.0	0.0	39	0.0	0	0		
STANSTED	JET2.COM LTD	S	A	14	0	1	0.0	13.3	26.7	13.3	20.0	6.7	0.0	0.0	13.3	0.0	6.7	190	28.6	22	7		
STANSTED	JET2.COM LTD	S	D	15	0	0	0.0	6.7	46.7	20.0	13.3	0.0	0.0	13.3	0.0	0.0	0.0	53	100.0	5	7		
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	100.0	0	1		
STANSTED	THOMAS COOK AIRLINES 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	90	50.0	29	2		
STANSTED	TUI AIRWAYS 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	43	33.3	20	3		
STANSTED	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	75.0	11	4		
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	100.0	1	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	77.4	7	31		
MANCHESTER	COBALT	S	A	8	0	1	33.3	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11.1	5	92.9	20	14		
MANCHESTER	COBALT	S	D	8	0	1	0.0	11.1	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	11.1	13	78.6	29	14		
MANCHESTER	JET2.COM LTD	S	A	17	0	1	16.7	16.7	33.3	11.1	16.7	0.0	0.0	0.0	0.0	0.0	5.6	13	80.0	13	15		
MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	0.0	58.8	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	19	60.0	22	15		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	7.7	15.4	30.8	7.7	23.1	7.7	7.7	0.0	0.0	0.0	0.0	30	66.7	13	12		
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	38.5	23.1	23.1	7.7	7.7	0.0	0.0	0.0	0.0	31	69.2	20	13		
MANCHESTER	TUI AIRWAYS LTD	C	A	16	0	0	0.0	18.8	43.8	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	24	50.0	30	16		
MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	0.0	52.9	23.5	11.8	5.9	5.9	0.0	0.0	0.0	0.0	26	66.7	25	18		
NEWCASTLE	JET2.COM LTD	S	A	8	0	0	25.0	37.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	21	100.0	1	4		
NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	12.5	50.0	12.5	12.5	0.0	12.5	0.0	0.0	0.0	0.0	32	60.0	11	5		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	9	0	0	33.3	22.2	0.0	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	3	8		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	3	9		
NEWCASTLE	TUI AIRWAYS LTD	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	20	50.0	19	8		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	100.0	7	8	
<b>TOTAL LARNACA</b>					<b>1025</b>	<b>0</b>	<b>6</b>	<b>6.0</b>	<b>17.4</b>	<b>37.7</b>	<b>15.4</b>	<b>11.7</b>	<b>8.0</b>	<b>2.1</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.6</b>	<b>26</b>	<b>72.3</b>	<b>15</b>	<b>1021</b>	
LAS PALMAS																							
	ABERDEEN	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	50.0	14	4		
	ABERDEEN	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	75.0	8	4		
	ABERDEEN	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	83	0.0	0	0		
	ABERDEEN	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	64	0.0	0	0		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	5		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	100.0	1	5		
	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	100.0	2	5		
	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	100.0	1	5		
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		
	BELFAST INTERNATIONAL	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	11	100.0	6	2		
	BIRMINGHAM	JET2.COM LTD	S	A	13	0	0	7.7	23.1	30.8	7.7	23.1	7.7	0.0	0.0	0.0	0.0	20	77.8	7	9		
	BIRMINGHAM	JET2.COM LTD	S	D	14	0	0	0.0	7.1	50.0	14.3	28.6	0.0	0.0	0.0	0.0	0.0	20	44.4	30	9		
	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	35.7	31	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	64.3	22	14		
	BIRMINGHAM	RYANAIR	S	A	13	0	0	7.7	53.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	4	14		
	BIRMINGHAM	RYANAIR	S	D	13	0	0	0.0	0.0	46.2	23.1	30.8	0.0	0.0	0.0	0.0	0.0	23	64.3	12	14		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	37.5	12.5	25.0	0.0	12.5	0.0	0.0	0.0	0.0	18	88.9	4	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	22.2	33.3	11.1	11.1	0.0	11.1	0.0	0.0	55	44.4	26	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	12	0	0	0.0	41.7	41.7	0.0	8.3	8.3	0.0	0.0	0.0	0.0	15	77.8	8	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	13	0	0	0.0	23.1	38.5	23.1	7.7	0.0	7.7	0.0	0.0	0.0	22	55.6	16	9		
	BOURNEMOUTH	RYANAIR	S	A	4	0	0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	100	100.0	2	4		
	BOURNEMOUTH	RYANAIR	S	D	4	0	0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	74	100.0	3	4		
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	23	80.0	5	5		
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5		
	BRISTOL	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	2	55.6	26	9		
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	44.4	30	9		
	BRISTOL	THOMAS COOK AIRLINES 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	75.0	8	4		
	BRISTOL	THOMAS COOK AIRLINES 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	8	75.0	20	4		

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	9	0	0	0.0	33.3	44.4	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	25	55.6	16	9		
BRISTOL	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	55.6	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	26	44.4	21	9		
CARDIFF WALES	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	48	100.0	0	4		
CARDIFF WALES	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	0.0	34	100.0	0	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C 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	0.0	5	100.0	0	4		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	9	0	0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	9	0	0	0.0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	13	88.9	9	9		
EAST MIDLANDS INTERNATIONAL	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	7	100.0	1	9		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	6	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	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	0.0	0.0	8	75.0	8	4		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	7	4		
EDINBURGH	JET2.COM LTD	S A	8	0	1	11.1	33.3	11.1	11.1	11.1	0.0	0.0	0.0	11.1	0.0	11.1	131	100.0	0	9			
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	7	9		
EDINBURGH	RYANAIR	S A	9	0	0	11.1	22.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	4	9		
EDINBURGH	RYANAIR	S D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	6	9		
EDINBURGH	TUI AIRWAYS LTD	C A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	40.0	46	5		
EDINBURGH	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	0.0	10	60.0	19	5		
EXETER	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	71	100.0	1	5		
EXETER	TUI AIRWAYS LTD	C D	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	0.0	86	100.0	0	5		
GLASGOW	JET2.COM LTD	S A	9	0	0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.6	18	13		
GLASGOW	JET2.COM LTD	S D	10	0	0	0.0	10.0	60.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	84.6	7	13		
GLASGOW	RYANAIR	S A	4	0	0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	28	80.0	10	5		
GLASGOW	RYANAIR	S D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	100.0	4	5		
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	100.0	5	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	0.0	0	100.0	7	4		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	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	26	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	60.0	19	5		
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	80.0	7	5		
LEEDS BRADFORD	JET2.COM LTD	S A	15	0	0	20.0	53.3	13.3	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	13	16		

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

		Origin/Destinations: L																	MAY 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	53.3	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	LEEDS BRADFORD	JET2.COM LTD	S	D	15	0	0	0.0	33.3	53.3	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	9	78.6	15	14
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	8
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	11.1	44.4	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	4	8
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	7	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	7.4	22.2	29.6	25.9	3.7	7.4	3.7	0.0	0.0	0.0	0.0	19	55.6	19	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	0.0	14.8	66.7	7.4	7.4	3.7	0.0	0.0	0.0	0.0	0.0	13	70.4	17	27
	GATWICK	IBERIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	581	1
	GATWICK	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	11	1
	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	5	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	6	9
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	7	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	13	0	0	0.0	7.7	46.2	38.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	78.6	10	14
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	13	0	0	0.0	30.8	46.2	7.7	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	12	15
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	15.4	30.8	0.0	30.8	0.0	15.4	0.0	7.7	0.0	0.0	0.0	37	71.4	11	14
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	15.4	38.5	15.4	15.4	7.7	0.0	7.7	0.0	0.0	0.0	39	64.3	19	14
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	0.0	15.4	30.8	30.8	7.7	0.0	15.4	0.0	0.0	0.0	0.0	37	64.7	47	17
	GATWICK	TUI AIRWAYS LTD	C	D	15	0	0	0.0	26.7	33.3	13.3	6.7	13.3	0.0	6.7	0.0	0.0	0.0	38	68.4	41	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	3	13
	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	0.0	0	84.6	4	13
	LUTON	RYANAIR	S	A	8	0	0	0.0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13	88.9	5	9
	LUTON	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	17	100.0	3	9
	LUTON	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	14	80.0	9	5
	LUTON	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	20	80.0	9	5
	STANSTED	JET2.COM LTD	S	A	14	0	0	0.0	21.4	21.4	21.4	21.4	14.3	0.0	0.0	0.0	0.0	0.0	28	61.5	16	13
	STANSTED	JET2.COM LTD	S	D	15	0	0	0.0	6.7	53.3	13.3	13.3	13.3	0.0	0.0	0.0	0.0	0.0	21	69.2	12	13
	STANSTED	RYANAIR	S	A	23	0	0	8.7	34.8	17.4	13.0	17.4	4.3	4.3	0.0	0.0	0.0	0.0	21	72.7	9	22



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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	23	0	0	0.0	4.3	69.6	21.7	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	19	86.4	10	22		
STANSTED	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	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	0.0	2	100.0	2	5		
MANCHESTER	JET2.COM LTD	S A	18	0	0	22.2	33.3	33.3	0.0	5.6	0.0	0.0	0.0	5.6	0.0	0.0	62	76.9	10	13			
MANCHESTER	JET2.COM LTD	S D	18	0	0	0.0	27.8	50.0	11.1	5.6	0.0	0.0	5.6	0.0	0.0	0.0	23	75.0	16	12			
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	50.0	22	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	55.6	26	9			
MANCHESTER	RYANAIR	S A	14	0	0	35.7	14.3	42.9	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	84.6	10	13			
MANCHESTER	RYANAIR	S D	14	0	0	0.0	0.0	85.7	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	76.9	9	13			
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	12	0	0	16.7	25.0	16.7	16.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	19	66.7	14	12			
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	23.1	30.8	0.0	23.1	15.4	7.7	0.0	0.0	0.0	0.0	38	61.5	17	13			
MANCHESTER	TUI AIRWAYS LTD	C A	17	0	0	5.9	17.6	29.4	35.3	5.9	0.0	5.9	0.0	0.0	0.0	0.0	19	66.7	55	21			
MANCHESTER	TUI AIRWAYS LTD	C D	17	0	0	0.0	11.8	70.6	0.0	5.9	11.8	0.0	0.0	0.0	0.0	0.0	16	81.0	15	21			
NEWCASTLE	JET2.COM LTD	S A	9	0	0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	88.9	6	9			
NEWCASTLE	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	3	88.9	8	9			
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	12	4			
NEWCASTLE	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	0.0	10	100.0	2	4			
NEWCASTLE	TUI AIRWAYS 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	10	60.0	10	5			
NEWCASTLE	TUI AIRWAYS LTD	S D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	100.0	3	5			
<b>TOTAL LAS PALMAS</b>			<b>808</b>	<b>0</b>	<b>1</b>	<b>6.4</b>	<b>24.6</b>	<b>41.0</b>	<b>13.5</b>	<b>7.3</b>	<b>4.1</b>	<b>1.5</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>20</b>	<b>76.9</b>	<b>14</b>	<b>908</b>			
LAS VEGAS																							
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	44.4	19	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	100.0	4	9			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	1	0	1	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	88	0.0	0	0			
GLASGOW	THOMAS COOK AIRLINES LTD	S D	1	0	1	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	83	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S A	13	0	0	0.0	38.5	23.1	7.7	23.1	0.0	0.0	7.7	0.0	0.0	0.0	28	0.0	0	0			
GATWICK	BRITISH AIRWAYS PLC	S D	13	0	0	0.0	23.1	38.5	15.4	15.4	0.0	0.0	7.7	0.0	0.0	0.0	26	0.0	0	0			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S A	31	0	0	9.7	32.3	32.3	9.7	6.5	9.7	0.0	0.0	0.0	0.0	0.0	17	70.6	20	34			
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S D	31	0	0	0.0	16.1	38.7	25.8	12.9	3.2	3.2	0.0	0.0	0.0	0.0	20	88.6	10	35			
HEATHROW	BRITISH AIRWAYS PLC	S A	45	0	0	40.0	31.1	6.7	2.2	8.9	6.7	2.2	0.0	2.2	0.0	0.0	23	62.5	19	48			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: L		PERCENTAGE OF FLIGHTS LATE										MAY 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	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	6.8	34.1	34.1	11.4	6.8	2.3	4.5	0.0	0.0	0.0	31	61.7	19	47			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	20	0	0	25.0	40.0	15.0	0.0	5.0	10.0	5.0	0.0	0.0	0.0	0.0	19	50.0	33	22			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	20	0	0	0.0	15.0	45.0	20.0	0.0	15.0	5.0	0.0	0.0	0.0	0.0	29	81.0	12	21			
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	9			
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	87.5	4	8			
<b>TOTAL LAS VEGAS</b>				<b>236</b>	<b>0</b>	<b>2</b>	<b>11.8</b>	<b>25.6</b>	<b>26.5</b>	<b>15.1</b>	<b>8.8</b>	<b>7.1</b>	<b>2.1</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>69.4</b>	<b>17</b>	<b>242</b>			
LEEDS BRADFORD																								
ABERDEEN	EASTERN AIRWAYS	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	80.8	23	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	71.4	21	28			
ABERDEEN	FLYBE LTD	S	A	20	0	7	0.0	14.8	25.9	3.7	3.7	11.1	3.7	11.1	0.0	0.0	25.9	60	0.0	0	0			
ABERDEEN	FLYBE LTD	S	D	18	0	5	0.0	34.8	17.4	4.3	13.0	4.3	0.0	4.3	0.0	0.0	21.7	27	0.0	0	0			
BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	124	0	1	3.2	63.2	20.8	4.8	3.2	3.2	0.8	0.0	0.0	0.0	0.8	7	95.0	3	119			
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	124	0	1	0.0	44.8	44.0	1.6	2.4	4.0	1.6	0.8	0.0	0.0	0.8	9	89.9	5	119			
BIRMINGHAM	JET2.COM LTD	S	A	2	0	0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0			
BIRMINGHAM	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	2			
BOURNEMOUTH	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	38	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	66.7	25	36			
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	77.8	20	36			
JERSEY	JET2.COM LTD	S	A	7	0	0	0.0	71.4	14.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	20	100.0	1	5			
JERSEY	JET2.COM LTD	S	D	7	0	0	0.0	71.4	0.0	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	26	40.0	17	5			
HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	30.2	48.8	14.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	84.0	8	81			
HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	0.0	69.8	30.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.2	6	82			
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	5	0.0	0	0			
MANCHESTER	JET2.COM LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	100.0	13	1			
SOUTHAMPTON	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	65.0	20	20			
SOUTHAMPTON	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	15	20			
SOUTHAMPTON	FLYBE LTD	S	A	30	0	16	13.0	41.3	6.5	2.2	0.0	2.2	0.0	0.0	0.0	0.0	34.8	4	0.0	0	0			
SOUTHAMPTON	FLYBE LTD	S	D	31	0	11	4.8	42.9	11.9	9.5	4.8	0.0	0.0	0.0	0.0	0.0	26.2	7	0.0	0	0			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 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	
LEEDS BRADFORD		DURHAM TEES VALLEY	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	15	0.0	0	0								
		DURHAM TEES VALLEY	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 LEEDS BRADFORD</b>						<b>453</b>	<b>0</b>	<b>43</b>	<b>5.2</b>	<b>49.4</b>	<b>25.0</b>	<b>3.8</b>	<b>2.8</b>	<b>2.8</b>	<b>1.2</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>10</b>	<b>84.0</b>	<b>10</b>	<b>581</b>								
LEIPZIG		BIRMINGHAM	CONDOR	S	A	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0									
		STANSTED	RYANAIR	S	A	13	0	1	7.1	7.1	28.6	14.3	21.4	14.3	0.0	0.0	0.0	0.0	7.1	27	69.2	11	13								
		STANSTED	RYANAIR	S	D	13	0	1	0.0	7.1	42.9	7.1	14.3	21.4	0.0	0.0	0.0	0.0	7.1	31	76.9	12	13								
<b>TOTAL LEIPZIG</b>						<b>27</b>	<b>0</b>	<b>2</b>	<b>6.9</b>	<b>6.9</b>	<b>34.5</b>	<b>10.3</b>	<b>17.2</b>	<b>17.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.9</b>	<b>28</b>	<b>73.1</b>	<b>12</b>	<b>26</b>								
LEMNOS		GATWICK	ENTER AIR	C	D	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	70	0.0	0	0								
		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	100.0	4	1									
		HEATHROW	BRITISH AIRWAYS PLC	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	267	1								
		HEATHROW	BRITISH AIRWAYS PLC	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	21	0.0	266	1								
		HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	146	1									
<b>TOTAL LEMNOS</b>						<b>5</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>41</b>	<b>25.0</b>	<b>171</b>	<b>4</b>								
LEON		EDINBURGH	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1									
		STANSTED	EVELOP	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	22	0.0	0	0									
<b>TOTAL LEON</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>22</b>	<b>0.0</b>	<b>24</b>	<b>1</b>									
LIBERIA		GATWICK	TUI AIRWAYS LTD	C	A	5	0	1	33.3	16.7	0.0	16.7	0.0	0.0	16.7	0.0	0.0	16.7	54	50.0	20	4									
		GATWICK	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	4	100.0	5	5									
<b>TOTAL LIBERIA</b>						<b>9</b>	<b>0</b>	<b>1</b>	<b>20.0</b>	<b>20.0</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>0.0</b>	<b>0.0</b>	<b>32</b>	<b>77.8</b>	<b>12</b>	<b>9</b>									
LIEGE		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	15	1									
		MANCHESTER	SPRINTAIR	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									
<b>TOTAL LIEGE</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>15</b>	<b>1</b>								
LIMA		GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	23.1	15.4	7.7	30.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	20	69.2	12	13								
		GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	53.8	15.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	14	84.6	6	13								
<b>TOTAL LIMA</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>11.5</b>	<b>19.2</b>	<b>30.8</b>	<b>23.1</b>	<b>7.7</b>	<b>3.8</b>	<b>3.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>76.9</b>	<b>9</b>	<b>26</b>								
LIMOGES		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	50.0	15	2									
		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	50.0	21	2									

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	RYANAIR	S	A	8	0	0	12.5	25.0	25.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	28	88.9	9	9	
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	37.5	25.0	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	29	88.9	9	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	1	0.0	42.9	21.4	7.1	14.3	7.1	0.0	0.0	0.0	0.0	7.1	15	69.2	11	13	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	1	0.0	0.0	71.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	7.1	11	76.9	8	13	
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	44.4	11.1	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	24	100.0	5	8	
	LEEDS BRADFORD	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	14	87.5	4	8	
	GATWICK	BRITISH AIRWAYS PLC	S	A	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	19	2	
	GATWICK	BRITISH AIRWAYS PLC	S	D	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	14	2	
	STANSTED	RYANAIR	S	A	29	0	2	0.0	9.7	45.2	16.1	16.1	3.2	0.0	3.2	0.0	0.0	6.5	24	84.6	7	26	
	STANSTED	RYANAIR	S	D	29	0	2	0.0	9.7	51.6	22.6	6.5	3.2	0.0	0.0	0.0	0.0	6.5	15	92.3	6	26	
	MANCHESTER	RYANAIR	S	A	12	0	1	0.0	0.0	15.4	30.8	38.5	0.0	7.7	0.0	0.0	0.0	7.7	40	15.4	42	13	
	MANCHESTER	RYANAIR	S	D	12	0	1	0.0	7.7	53.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	7.7	21	30.8	28	13	
	SOUTHAMPTON	FLYBE LTD	S	A	14	0	0	28.6	21.4	14.3	0.0	28.6	7.1	0.0	0.0	0.0	0.0	0.0	20	95.0	1	20	
	SOUTHAMPTON	FLYBE LTD	S	D	14	0	0	0.0	14.3	50.0	0.0	21.4	14.3	0.0	0.0	0.0	0.0	0.0	24	95.0	4	20	
<b>TOTAL LIMOGES</b>					<b>176</b>	<b>0</b>	<b>8</b>	<b>3.3</b>	<b>15.2</b>	<b>40.8</b>	<b>12.0</b>	<b>15.8</b>	<b>7.6</b>	<b>0.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>21</b>	<b>77.4</b>	<b>10</b>	<b>186</b>	
LINZ																							
	EDINBURGH	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	
	EDINBURGH	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	21	0.0	0	0	
	STANSTED	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	19	90.0	1	9	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	24	100.0	4	9	
<b>TOTAL LINZ</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>10.0</b>	<b>35.0</b>	<b>30.0</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>20</b>	<b>94.7</b>	<b>2</b>	<b>18</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	0.0	0	64.7	16	17	
	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	52.9	19	17	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	0.0	13.0	47.8	13.0	21.7	0.0	4.3	0.0	0.0	0.0	0.0	24	42.9	20	21	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	0.0	13.0	56.5	17.4	4.3	4.3	4.3	0.0	0.0	0.0	0.0	19	68.2	14	22	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	35.7	42.9	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	76.5	19	17	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	35.7	64.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	82.4	6	17	
	GLASGOW	RYANAIR	S	A	9	0	0	0.0	22.2	22.2	0.0	33.3	0.0	22.2	0.0	0.0	0.0	0.0	46	50.0	14	8	
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	35	75.0	13	8	
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	5.9	17.6	52.9	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	13	83.3	6	18	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	17	0	0	0.0	47.1	29.4	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	12	88.9	7	18	
	GATWICK	AIR PORTUGAL	S	A	48	0	1	2.0	26.5	32.7	20.4	8.2	8.2	0.0	0.0	0.0	0.0	2.0	19	84.4	10	45	
	GATWICK	AIR PORTUGAL	S	D	48	0	1	0.0	12.2	30.6	26.5	14.3	14.3	0.0	0.0	0.0	0.0	2.0	29	71.1	16	45	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	6.6	23.0	31.1	14.8	8.2	11.5	3.3	0.0	1.6	0.0	0.0	29	61.9	30	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	0.0	12.9	46.8	19.4	6.5	9.7	3.2	1.6	0.0	0.0	0.0	26	59.7	22	61	
	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	65.4	13	26	
	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	80.8	10	26	
	HEATHROW	AIR PORTUGAL	S	A	194	0	1	0.5	13.3	40.0	19.5	20.5	5.1	0.5	0.0	0.0	0.0	0.5	21	72.9	15	192	
	HEATHROW	AIR PORTUGAL	S	D	194	0	1	0.0	27.7	41.0	11.8	10.8	7.2	0.5	0.5	0.0	0.0	0.5	18	74.0	14	192	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	1.1	28.0	53.8	11.8	0.0	5.4	0.0	0.0	0.0	0.0	0.0	10	84.6	7	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	0.0	33.3	50.5	5.4	4.3	6.5	0.0	0.0	0.0	0.0	0.0	12	81.3	12	91	
	LONDON CITY	AIR PORTUGAL	S	A	44	0	0	2.3	11.4	38.6	20.5	15.9	9.1	2.3	0.0	0.0	0.0	0.0	24	0.0	0	0	
	LONDON CITY	AIR PORTUGAL	S	D	44	0	1	0.0	8.9	28.9	24.4	22.2	11.1	2.2	0.0	0.0	0.0	2.2	30	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	2.4	21.2	36.5	5.9	18.8	8.2	3.5	3.5	0.0	0.0	0.0	33	61.4	21	83	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	0.0	9.4	60.0	8.2	11.8	5.9	1.2	3.5	0.0	0.0	0.0	22	65.9	18	85	
	STANSTED	RYANAIR	S	A	91	0	2	5.4	25.8	34.4	11.8	10.8	5.4	1.1	1.1	2.2	0.0	2.2	29	91.3	5	91	
	STANSTED	RYANAIR	S	D	92	0	2	0.0	5.3	45.7	22.3	12.8	9.6	0.0	2.1	0.0	0.0	2.1	27	91.4	9	93	
	MANCHESTER	AIR PORTUGAL	S	A	53	0	0	0.0	18.9	35.8	26.4	15.1	1.9	1.9	0.0	0.0	0.0	0.0	19	58.1	21	30	
	MANCHESTER	AIR PORTUGAL	S	D	53	0	0	0.0	3.8	28.3	26.4	30.2	11.3	0.0	0.0	0.0	0.0	0.0	29	19.4	31	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	0.0	0	76.5	13	17	
	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	94.1	4	17	
	MANCHESTER	RYANAIR	S	A	22	0	0	0.0	13.6	54.5	18.2	13.6	0.0	0.0	0.0	0.0	0.0	0.0	15	86.4	13	21	
	MANCHESTER	RYANAIR	S	D	22	0	0	0.0	4.5	18.2	40.9	31.8	4.5	0.0	0.0	0.0	0.0	0.0	30	59.1	24	22	
<b>TOTAL LISBON</b>					<b>1510</b>	<b>0</b>	<b>9</b>	<b>1.1</b>	<b>18.9</b>	<b>41.5</b>	<b>15.8</b>	<b>12.9</b>	<b>7.0</b>	<b>1.3</b>	<b>0.7</b>	<b>0.2</b>	<b>0.0</b>	<b>0.6</b>	<b>22</b>	<b>73.2</b>	<b>15</b>	<b>1482</b>	
LIVERPOOL (JOHN LENNON)	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	30	0	0	20.0	56.7	13.3	0.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	7	96.8	2	31	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	30	0	0	0.0	63.3	26.7	0.0	6.7	3.3	0.0	0.0	0.0	0.0	0.0	7	96.8	2	31	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	146	0	1	6.1	63.9	14.3	5.4	3.4	3.4	1.4	1.4	0.0	0.0	0.7	11	83.1	10	160	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	146	0	1	0.0	32.7	50.3	4.1	4.8	4.8	0.7	2.0	0.0	0.0	0.7	15	80.6	12	160	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: L		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 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			
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	18	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							
CARDIFF WALES	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	0	1							
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	15	1							
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	11.5	55.8	15.4	7.7	3.8	5.8	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0							
ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	51	1	0	11.5	51.9	17.3	3.8	3.8	9.6	0.0	0.0	0.0	1.9	0.0	11	0.0	0	0							
ISLE OF MAN	FLYBE LTD	S	A	105	0	2	3.7	68.2	16.8	3.7	1.9	2.8	0.9	0.0	0.0	0.0	1.9	7	0.0	0	0							
ISLE OF MAN	FLYBE LTD	S	D	105	0	3	0.9	42.6	43.5	5.6	3.7	0.0	0.0	0.9	0.0	0.0	2.8	6	0.0	0	0							
JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	5.1	51.3	20.5	10.3	2.6	7.7	0.0	2.6	0.0	0.0	0.0	18	84.1	14	44							
JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	2.6	43.6	23.1	12.8	5.1	10.3	0.0	2.6	0.0	0.0	0.0	21	68.2	27	44							
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	43	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	8	0.0	0	0							
GATWICK	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	2875	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	60	0.0	0	0							
SOUTHAMPTON	JOTA AVIATION 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							
SOUTHAMPTON	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	14	1							
SOUTHAMPTON	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	13	1							
<b>TOTAL LIVERPOOL (JOHN LENNON)</b>				<b>748</b>	<b>1</b>	<b>7</b>	<b>4.6</b>	<b>51.7</b>	<b>27.4</b>	<b>5.2</b>	<b>4.1</b>	<b>4.2</b>	<b>0.5</b>	<b>1.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.9</b>	<b>15</b>	<b>82.8</b>	<b>12</b>	<b>476</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	3							
GLASGOW	ADRIA 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	75.0	7	4							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	11.8	11.8	35.3	11.8	17.6	11.8	0.0	0.0	0.0	0.0	0.0	22	72.2	17	18							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	23.5	41.2	17.6	11.8	5.9	0.0	0.0	0.0	0.0	0.0	15	61.1	21	18							
LUTON	WIZZ AIR	S	A	17	0	0	47.1	17.6	11.8	0.0	5.9	5.9	11.8	0.0	0.0	0.0	0.0	25	88.2	8	17							
LUTON	WIZZ AIR	S	D	18	0	0	0.0	33.3	27.8	11.1	5.6	5.6	16.7	0.0	0.0	0.0	0.0	36	70.6	15	17							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	43	0	1	4.5	36.4	6.8	13.6	9.1	9.1	4.5	13.6	0.0	0.0	2.3	59	87.2	6	39							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	44	0	1	0.0	8.9	48.9	11.1	8.9	6.7	4.4	8.9	0.0	0.0	2.2	46	84.6	7	39							
MANCHESTER	ADRIA AIRWAYS	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	2							

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

		Origin/Destinations: L																	MAY 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	15 m late	30 m late	60 m late	120 m late	180 m late	360 m late	late	Unmat	Can	(mins)	to 15 m	(mins)	Mat
	MANCHESTER	ADRIA 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	15	50.0	9	2
<b>TOTAL LJUBLJANA</b>					<b>158</b>	<b>0</b>	<b>2</b>	<b>7.5</b>	<b>22.5</b>	<b>28.8</b>	<b>11.3</b>	<b>9.4</b>	<b>7.5</b>	<b>5.6</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>40</b>	<b>78.9</b>	<b>10</b>	<b>159</b>
LODZ LUBLINEK																						
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	22.2	44.4	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	9
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	26	100.0	4	9
	STANSTED	RYANAIR	S	A	26	0	0	3.8	38.5	30.8	0.0	15.4	3.8	3.8	3.8	0.0	0.0	0.0	27	92.6	4	27
	STANSTED	RYANAIR	S	D	26	0	0	0.0	3.8	57.7	19.2	7.7	7.7	3.8	0.0	0.0	0.0	0.0	25	81.5	10	27
<b>TOTAL LODZ LUBLINEK</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>21.4</b>	<b>38.6</b>	<b>11.4</b>	<b>14.3</b>	<b>5.7</b>	<b>2.9</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>90.3</b>	<b>6</b>	<b>72</b>
LONDON CITY																						
	ABERDEEN	FLYBE LTD	S	A	49	0	1	2.0	24.0	36.0	10.0	8.0	16.0	2.0	0.0	0.0	0.0	2.0	25	94.2	4	52
	ABERDEEN	FLYBE LTD	S	D	49	0	1	0.0	38.0	36.0	4.0	6.0	12.0	2.0	0.0	0.0	0.0	2.0	18	92.3	6	52
	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	6	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	143	0	1	2.1	34.7	42.4	7.6	6.3	6.3	0.0	0.0	0.0	0.0	0.7	11	96.1	2	102
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	143	0	1	0.0	41.7	45.1	4.2	4.9	3.5	0.0	0.0	0.0	0.0	0.7	7	95.1	2	102
	BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	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	97.8	1	46
	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	93.5	5	46
	EDINBURGH	BA CITYFLYER LTD	S	A	214	0	5	19.2	34.2	21.0	6.8	8.2	6.8	0.5	0.9	0.0	0.0	2.3	15	90.0	4	239
	EDINBURGH	BA CITYFLYER LTD	S	D	215	0	4	1.4	44.7	28.8	9.6	8.7	4.1	0.5	0.5	0.0	0.0	1.8	13	90.5	4	242
	EDINBURGH	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	5	0.0	0	0
	EDINBURGH	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	21	0.0	0	0
	EDINBURGH	FLYBE LTD	S	A	101	0	3	6.7	27.9	33.7	11.5	7.7	6.7	2.9	0.0	0.0	0.0	2.9	19	86.9	7	106
	EDINBURGH	FLYBE LTD	S	D	104	0	0	0.0	30.8	45.2	7.7	6.7	5.8	3.8	0.0	0.0	0.0	0.0	17	90.7	6	107
	EXETER	FLYBE LTD	S	A	31	0	0	6.5	45.2	25.8	6.5	6.5	3.2	6.5	0.0	0.0	0.0	0.0	16	90.3	3	31
	EXETER	FLYBE LTD	S	D	31	0	0	0.0	38.7	41.9	3.2	6.5	9.7	0.0	0.0	0.0	0.0	0.0	14	96.4	1	28
	GLASGOW	BA CITYFLYER LTD	S	A	167	0	5	8.1	48.3	20.3	8.7	4.7	5.2	1.7	0.0	0.0	0.0	2.9	12	90.5	3	168
	GLASGOW	BA CITYFLYER LTD	S	D	165	0	6	0.6	52.0	25.7	6.4	5.8	4.1	1.8	0.0	0.0	0.0	3.5	12	92.2	3	167
	ISLE OF MAN	BA CITYFLYER LTD	S	A	72	0	4	9.2	39.5	25.0	10.5	6.6	2.6	1.3	0.0	0.0	0.0	5.3	12	0.0	0	0
	ISLE OF MAN	BA CITYFLYER LTD	S	D	72	0	3	0.0	52.0	30.7	5.3	4.0	2.7	1.3	0.0	0.0	0.0	4.0	8	0.0	0	0

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: L		NUMBER OF FLIGHTS												PERCENTAGE OF FLIGHTS LATE					MAY 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		
JERSEY	BLUE ISLANDS LIMITED	S	A	45	0	2	2.1	34.0	40.4	8.5	6.4	4.3	0.0	0.0	0.0	0.0	4.3	13	61.7	18	46						
JERSEY	BLUE ISLANDS LIMITED	S	D	48	0	0	0.0	47.9	33.3	8.3	8.3	2.1	0.0	0.0	0.0	0.0	0.0	10	80.9	9	45						
GATWICK	AURIGNY AIR SERVICES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1						
MANCHESTER	BRITISH AIRWAYS PLC	S	A	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	24	100.0	0	2						
MANCHESTER	BRITISH AIRWAYS PLC	S	D	3	0	1	0.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	5	50.0	27	3						
<b>TOTAL LONDON CITY</b>				<b>1660</b>	<b>0</b>	<b>37</b>	<b>4.8</b>	<b>40.3</b>	<b>31.6</b>	<b>7.7</b>	<b>6.6</b>	<b>5.5</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>13</b>	<b>90.4</b>	<b>5</b>	<b>1586</b>						
LOS ANGELES INTERNATIONAL																											
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	67.7	12	31						
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	48.4	26	31						
GATWICK	NORWEGIAN AIR UK LTD	S	A	49	0	0	14.3	24.5	16.3	22.4	12.2	8.2	0.0	2.0	0.0	0.0	0.0	22	0.0	0	0						
GATWICK	NORWEGIAN AIR UK LTD	S	D	48	0	0	0.0	22.9	56.3	4.2	4.2	8.3	2.1	2.1	0.0	0.0	0.0	21	0.0	0	0						
HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	64.5	21.0	9.7	1.6	0.0	1.6	0.0	0.0	1.6	0.0	0.0	9	79.0	9	62						
HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	0.0	61.3	29.0	6.5	0.0	1.6	1.6	0.0	0.0	0.0	0.0	7	87.1	7	62						
HEATHROW	BRITISH AIRWAYS PLC	S	A	66	0	0	24.2	31.8	21.2	10.6	7.6	3.0	1.5	0.0	0.0	0.0	0.0	11	42.6	27	61						
HEATHROW	BRITISH AIRWAYS PLC	S	D	66	0	0	0.0	7.6	56.1	19.7	10.6	4.5	1.5	0.0	0.0	0.0	0.0	19	73.8	18	61						
HEATHROW	UNITED AIRLINES	S	A	31	0	0	29.0	35.5	22.6	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	64.5	22	31						
HEATHROW	UNITED AIRLINES	S	D	31	0	0	0.0	67.7	29.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	5	83.9	54	31						
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	89	0	0	61.8	20.2	9.0	4.5	1.1	2.2	0.0	0.0	1.1	0.0	0.0	20	59.8	15	87						
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	89	0	0	0.0	55.1	32.6	5.6	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6	85.4	11	89						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	10	0	0	0.0	10.0	20.0	10.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	56	36.4	30	11						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	0.0	40.0	30.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	41	83.3	10	12						
<b>TOTAL LOS ANGELES INTERNATIONAL</b>				<b>613</b>	<b>0</b>	<b>0</b>	<b>20.7</b>	<b>32.6</b>	<b>27.6</b>	<b>9.0</b>	<b>5.1</b>	<b>3.3</b>	<b>1.0</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>69.9</b>	<b>18</b>	<b>569</b>						
LUANDA																											
HEATHROW	BRITISH AIRWAYS PLC	S	A	7	0	0	85.7	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	9						
HEATHROW	BRITISH AIRWAYS PLC	S	D	7	0	1	0.0	25.0	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	7	75.0	7	8						
<b>TOTAL LUANDA</b>				<b>14</b>	<b>0</b>	<b>1</b>	<b>40.0</b>	<b>13.3</b>	<b>26.7</b>	<b>13.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.7</b>	<b>4</b>	<b>88.2</b>	<b>4</b>	<b>17</b>						



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

		Origin/Destinations: L																	MAY 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
LUBLIN (PORT LOTNICZY)	DONCASTER SHEFFIELD	WIZZ AIR	S	A	8	0	0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	13	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	8	0	0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	55.6	15	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	88.9	6	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	0.0	0	77.8	19	9
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	9	0	0	0.0	11.1	44.4	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	17	75.0	56	4
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	9	0	0	0.0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	50.0	87	4
	LUTON	WIZZ AIR	S	A	30	0	0	43.3	33.3	3.3	3.3	10.0	6.7	0.0	0.0	0.0	0.0	0.0	12	90.3	4	31
	LUTON	WIZZ AIR	S	D	30	0	0	0.0	10.0	60.0	16.7	10.0	0.0	3.3	0.0	0.0	0.0	0.0	16	71.0	12	31
	STANSTED	RYANAIR	S	A	18	0	0	0.0	11.1	50.0	11.1	5.6	22.2	0.0	0.0	0.0	0.0	0.0	27	77.8	11	18
	STANSTED	RYANAIR	S	D	18	0	0	0.0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	94.4	8	18
<b>TOTAL LUBLIN (PORT LOTNICZY)</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>17.7</b>	<b>38.5</b>	<b>14.6</b>	<b>10.8</b>	<b>6.9</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>79.6</b>	<b>13</b>	<b>142</b>
LUTON	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	0.0	31.8	36.4	0.0	13.6	9.1	9.1	0.0	0.0	0.0	0.0	27	77.8	14	27
	ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	31.8	27.3	9.1	13.6	9.1	9.1	0.0	0.0	0.0	0.0	32	74.1	15	27
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	102	0	1	1.0	35.0	28.2	11.7	14.6	8.7	0.0	0.0	0.0	0.0	1.0	18	76.2	10	105
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	104	0	1	0.0	11.4	49.5	16.2	12.4	8.6	1.0	0.0	0.0	0.0	1.0	21	69.2	15	104
	BELFAST INTERNATIONAL	PEN-AVIA 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	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	50.0	22	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	0.0	0	0.0	89	1
	BIRMINGHAM	TUI AIRWAYS LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	69	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	10	1
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	97	0	0	13.4	42.3	22.7	7.2	7.2	4.1	2.1	1.0	0.0	0.0	0.0	14	72.7	12	98
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	97	0	0	1.0	35.1	36.1	11.3	8.2	5.2	2.1	1.0	0.0	0.0	0.0	17	69.7	14	98
	EDINBURGH	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	2	1
	EXETER	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	29	1
	EXETER	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	15	1
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	73	0	2	16.0	37.3	17.3	10.7	5.3	8.0	2.7	0.0	0.0	0.0	2.7	18	78.9	13	71
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	73	0	2	0.0	44.0	24.0	13.3	6.7	6.7	2.7	0.0	0.0	0.0	2.7	18	76.1	16	71

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

		Origin/Destinations: L																	MAY 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
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	47.4	21.1	5.3	10.5	10.5	5.3	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	ISLE OF MAN	EASYJET AIRLINE COMPANY LTD	S	D	18	0	1	10.5	47.4	5.3	15.8	10.5	5.3	0.0	0.0	0.0	0.0	5.3	15	0.0	0	0
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	28	0	1	0.0	17.2	34.5	13.8	27.6	3.4	0.0	0.0	0.0	0.0	3.4	21	76.2	15	21
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	28	0	1	3.4	17.2	27.6	20.7	24.1	3.4	0.0	0.0	0.0	0.0	3.4	21	66.7	23	21
	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	100.0	0	1
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1
	LIVERPOOL (JOHN LENNON)	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	94	1
	LIVERPOOL (JOHN LENNON)	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	17	0.0	0	0
	LIVERPOOL (JOHN LENNON)	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	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	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	25	100.0	3	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	0.0	40	1
	MANCHESTER	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
	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	46	0.0	0	0
	NEWCASTLE	EASTERN AIRWAYS	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	EASTERN AIRWAYS	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
<b>TOTAL LUTON</b>					<b>692</b>	<b>0</b>	<b>10</b>	<b>5.6</b>	<b>31.8</b>	<b>29.2</b>	<b>12.1</b>	<b>11.1</b>	<b>6.7</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>18</b>	<b>73.0</b>	<b>14</b>	<b>657</b>
<b>LUXEMBOURG</b>																						
	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	77.4	15	31
	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	77.4	11	31
	EAST MIDLANDS INTERNATIONAL	DUCAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	17	0	1	5.6	22.2	38.9	5.6	11.1	5.6	0.0	0.0	5.6	0.0	5.6	39	65.0	18	20
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	17	0	1	0.0	38.9	27.8	16.7	0.0	11.1	0.0	0.0	0.0	0.0	5.6	14	55.0	19	20
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	29.5	34.4	14.8	8.2	4.9	8.2	0.0	0.0	0.0	0.0	0.0	12	93.3	4	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	0.0	60.7	29.5	1.6	3.3	4.9	0.0	0.0	0.0	0.0	0.0	8	88.3	6	60
	LONDON CITY	LUXAIR	S	A	171	0	4	3.4	49.1	34.9	4.6	2.9	2.9	0.0	0.0	0.0	0.0	2.3	6	94.9	3	177
	LONDON CITY	LUXAIR	S	D	170	0	6	0.6	39.8	40.3	7.4	2.8	5.1	0.6	0.0	0.0	0.0	3.4	10	88.7	7	177

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	A	27	0	4	0.0	16.1	29.0	25.8	6.5	9.7	0.0	0.0	0.0	0.0	12.9	23	71.0	11	31	
	STANSTED	RYANAIR	S	D	28	0	3	0.0	6.5	32.3	29.0	16.1	3.2	3.2	0.0	0.0	0.0	9.7	27	77.4	11	31	
	MANCHESTER	FLYBE LTD	S	A	27	0	0	55.6	25.9	0.0	7.4	3.7	3.7	3.7	0.0	0.0	0.0	0.0	11	90.9	10	22	
	MANCHESTER	FLYBE LTD	S	D	27	0	0	3.7	18.5	63.0	0.0	11.1	3.7	0.0	0.0	0.0	0.0	0.0	11	72.7	12	22	
<b>TOTAL LUXEMBOURG</b>					<b>607</b>	<b>0</b>	<b>19</b>	<b>6.7</b>	<b>39.0</b>	<b>33.1</b>	<b>8.1</b>	<b>4.5</b>	<b>5.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>3.0</b>	<b>12</b>	<b>86.2</b>	<b>7</b>	<b>682</b>	
LUXOR																							
	HEATHROW	EGYPT AIR	S	A	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	40.0	15	5	
	HEATHROW	EGYPT AIR	S	D	4	0	0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	49	80.0	8	5	
<b>TOTAL LUXOR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>25.0</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>35</b>	<b>60.0</b>	<b>11</b>	<b>10</b>	
LVOV																							
	LUTON	WIZZ AIR	S	A	14	0	0	0.0	14.3	7.1	21.4	28.6	0.0	7.1	21.4	0.0	0.0	0.0	76	0.0	0	0	
	LUTON	WIZZ AIR	S	D	14	0	0	0.0	7.1	28.6	14.3	21.4	0.0	14.3	14.3	0.0	0.0	0.0	71	0.0	0	0	
	MANCHESTER	ETHIOPIAN AIRLINES	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 LVOV</b>					<b>28</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>10.3</b>	<b>17.2</b>	<b>17.2</b>	<b>24.1</b>	<b>0.0</b>	<b>10.3</b>	<b>17.2</b>	<b>0.0</b>	<b>0.0</b>	<b>3.4</b>	<b>73</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
LYON																							
	BIRMINGHAM	FLYBE LTD	S	A	26	0	0	11.5	38.5	19.2	7.7	7.7	7.7	0.0	7.7	0.0	0.0	0.0	35	83.9	12	31	
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	0.0	7.7	61.5	7.7	7.7	11.5	3.8	0.0	0.0	0.0	0.0	26	67.7	17	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	23	88.9	11	9	
	EDINBURGH	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	32	88.9	13	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	55	0	3	3.4	32.8	29.3	8.6	8.6	5.2	3.4	3.4	0.0	0.0	5.2	29	67.2	30	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	3	0.0	10.3	31.0	15.5	22.4	10.3	3.4	1.7	0.0	0.0	5.2	35	42.6	29	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	1	8.9	41.1	23.3	13.3	6.7	5.6	0.0	0.0	0.0	0.0	1.1	12	86.8	7	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	1	0.0	50.0	28.9	3.3	7.8	7.8	0.0	1.1	0.0	0.0	1.1	14	86.7	7	90	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	1	3.7	33.3	22.2	11.1	14.8	11.1	0.0	0.0	0.0	0.0	3.7	22	74.2	14	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	1	0.0	33.3	44.4	3.7	7.4	7.4	0.0	0.0	0.0	0.0	3.7	15	90.0	6	30	
	MANCHESTER	FLYBE LTD	S	A	22	0	0	0.0	40.9	18.2	18.2	0.0	18.2	4.5	0.0	0.0	0.0	0.0	31	77.4	17	31	
	MANCHESTER	FLYBE LTD	S	D	22	0	0	0.0	9.1	54.5	13.6	9.1	9.1	4.5	0.0	0.0	0.0	0.0	25	59.4	22	31	
	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	76.5	11	17		
	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	94.4	2	18		
	SOUTHEND	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	66.7	10	18		
	SOUTHEND	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	77.8	12	18		
	SOUTHEND	STOBART AIR	S	A	12	0	1	7.7	15.4	30.8	30.8	0.0	7.7	0.0	0.0	0.0	0.0	7.7	20	0.0	0	0	

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

Origin/Destinations: L

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	STOBART AIR	S	D	12	0	1	0.0	15.4	38.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	7.7	23	0.0	0	0			
<b>TOTAL LYON</b>					<b>478</b>	<b>0</b>	<b>12</b>	<b>3.1</b>	<b>31.6</b>	<b>31.4</b>	<b>10.6</b>	<b>9.6</b>	<b>8.4</b>	<b>1.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>22</b>	<b>75.4</b>	<b>15</b>	<b>577</b>			
LYON(BRON)	CARDIFF WALES	AERO4M	C	A	0	0	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 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</b>	<b>100.0</b>	<b>8</b>	<b>1</b>				

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
MAASTRICHT	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 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>
MADRID	BIRMINGHAM	IBERIA EXPRESS	S	A	15	0	0	40.0	26.7	26.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	94.4	4	18
	BIRMINGHAM	IBERIA EXPRESS	S	D	15	0	0	0.0	6.7	46.7	33.3	6.7	0.0	0.0	6.7	0.0	0.0	0.0	30	66.7	19	18
	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	50.0	22	12
	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	75.0	17	12
	BIRMINGHAM	RYANAIR	S	A	17	0	0	0.0	41.2	47.1	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	11	72.2	25	18
	BIRMINGHAM	RYANAIR	S	D	17	0	0	0.0	0.0	52.9	35.3	0.0	5.9	5.9	0.0	0.0	0.0	0.0	29	38.9	42	18
	BOURNEMOUTH	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
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	31	0	1	15.6	18.8	34.4	6.3	15.6	6.3	0.0	0.0	0.0	0.0	3.1	17	83.9	8	31
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	9.7	45.2	19.4	22.6	3.2	0.0	0.0	0.0	0.0	0.0	22	77.4	13	31
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	25.0	35.0	20.0	12.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	10	87.2	9	39
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	0.0	37.5	55.0	5.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	5	94.9	3	39
	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	17
	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	94.1	5	17
	GLASGOW	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
	GLASGOW	RYANAIR	S	A	17	0	0	0.0	64.7	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	GLASGOW	RYANAIR	S	D	17	0	0	0.0	17.6	64.7	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	JERSEY	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	63	0.0	0	0
	JERSEY	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	5	0.0	0	0
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	5.9	41.2	17.6	29.4	0.0	0.0	0.0	5.9	0.0	0.0	0.0	19	71.0	32	31
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	52.9	29.4	5.9	5.9	0.0	5.9	0.0	0.0	0.0	0.0	12	71.0	26	31
	GATWICK	AIR EUROPA	S	A	62	0	0	0.0	21.0	41.9	19.4	9.7	6.5	0.0	1.6	0.0	0.0	0.0	21	72.6	15	62
	GATWICK	AIR EUROPA	S	D	62	0	0	0.0	14.5	53.2	11.3	11.3	8.1	0.0	1.6	0.0	0.0	0.0	22	71.0	17	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	123	0	4	13.4	40.9	18.1	8.7	6.3	7.1	1.6	0.8	0.0	0.0	3.1	16	83.6	10	127
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	125	0	2	0.0	21.3	42.5	18.1	6.3	6.3	3.1	0.8	0.0	0.0	1.6	21	64.8	18	128
	GATWICK	IBERIA EXPRESS	S	A	61	0	0	19.7	50.8	14.8	1.6	11.5	1.6	0.0	0.0	0.0	0.0	0.0	7	91.9	5	62
	GATWICK	IBERIA EXPRESS	S	D	61	0	0	0.0	21.3	50.8	8.2	14.8	3.3	1.6	0.0	0.0	0.0	0.0	17	80.6	10	62
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	53	0	0	15.1	37.7	24.5	1.9	11.3	3.8	0.0	1.9	3.8	0.0	0.0	32	77.4	13	53

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	NORWEGIAN AIR INTERNATIONAL	S	D	53	0	0	0.0	26.4	34.0	17.0	7.5	11.3	0.0	0.0	3.8	0.0	0.0	37	77.4	17	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	150	0	3	10.5	39.2	31.4	9.2	2.6	4.6	0.0	0.7	0.0	0.0	2.0	10	79.3	12	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	6	0.0	26.3	49.4	12.8	4.5	2.6	0.6	0.0	0.0	0.0	3.8	11	78.7	12	150	
	HEATHROW	IBERIA	S	A	241	0	3	7.4	45.5	32.8	7.0	4.5	1.2	0.4	0.0	0.0	0.0	1.2	7	89.1	7	239	
	HEATHROW	IBERIA	S	D	241	0	0	0.0	27.4	48.1	12.9	9.1	2.1	0.4	0.0	0.0	0.0	0.0	11	78.5	11	237	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	13.5	27.0	24.3	13.5	5.4	8.1	5.4	2.7	0.0	0.0	0.0	27	71.4	14	42	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	37	0	0	0.0	16.2	48.6	5.4	10.8	16.2	0.0	2.7	0.0	0.0	0.0	31	78.6	11	42	
	LUTON	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	60	0.0	0	0	
	LUTON	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	
	LUTON	EXECUTIVE 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	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	121	0	3	4.0	30.6	37.1	12.9	5.6	4.8	0.8	0.0	1.6	0.0	2.4	20	84.7	21	124	
	STANSTED	RYANAIR	S	D	121	0	3	0.0	2.4	33.9	21.0	30.6	6.5	2.4	0.0	0.8	0.0	2.4	32	77.4	11	124	
	MANCHESTER	IBERIA EXPRESS	S	A	14	0	0	21.4	42.9	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	8	14	
	MANCHESTER	IBERIA EXPRESS	S	D	14	0	0	0.0	21.4	50.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	9	14	
	MANCHESTER	RYANAIR	S	A	31	0	0	0.0	12.9	51.6	25.8	0.0	6.5	3.2	0.0	0.0	0.0	0.0	20	67.7	15	31	
	MANCHESTER	RYANAIR	S	D	31	0	0	0.0	19.4	77.4	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	9	90.3	10	31	
	NEWCASTLE	RYANAIR	S	A	8	0	0	0.0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	9	9	
	NEWCASTLE	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	18	33.3	20	9	
<b>TOTAL MADRID MAHON</b>					<b>2082</b>	<b>0</b>	<b>25</b>	<b>5.0</b>	<b>29.2</b>	<b>38.5</b>	<b>12.0</b>	<b>8.0</b>	<b>4.2</b>	<b>1.0</b>	<b>0.5</b>	<b>0.3</b>	<b>0.0</b>	<b>1.2</b>	<b>16</b>	<b>79.4</b>	<b>13</b>	<b>2161</b>	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	5	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	5	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	BELFAST 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	5	100.0	6	2	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	33.3	22.2	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	27	100.0	2	6	
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11	83.3	6	6	
	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	9	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	57.1	16	14	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	33.3	35	9	

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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									
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	37.5	27	8		
BIRMINGHAM	TUI AIRWAYS LTD	C	A	13	0	0	0.0	53.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	50.0	25	10		
BIRMINGHAM	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	70.6	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	14	46.2	22	13		
BOURNEMOUTH	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	7	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	100.0	2	5		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	10.0	10.0	10.0	10.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	51	69.2	21	13		
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	0.0	20.0	20.0	30.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	25	53.8	24	13		
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	8	0	0	25.0	12.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	88.9	5	9		
BRISTOL	THOMAS COOK AIRLINES 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	11	88.9	6	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	12	100.0	2	5		
BRISTOL	TUI AIRWAYS LTD	C	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	9	83.3	9	6		
CARDIFF WALES	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		
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	100.0	0	1		
CARDIFF WALES	TUI AIRWAYS LTD	C	A	6	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	7		
CARDIFF WALES	TUI AIRWAYS LTD	C	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	9		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	7	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	5	7		
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	4	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	90.0	7	10		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	10		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	6	9		
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	11	9		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	7	0	0	0.0	14.3	42.9	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	24	100.0	3	8		
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	14.3	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	4	8		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	71.4	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	1	7		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	9		
EDINBURGH	BA CITYFLYER 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	66.7	26	3		
EDINBURGH	BA CITYFLYER LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	50.0	38	4		
EDINBURGH	JET2.COM 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	10	100.0	1	9		

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)
EDINBURGH	JET2.COM LTD	S 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	0.0	22	55.6	17	9
EXETER	TUI AIRWAYS LTD	C A	7	0	0	14.3	42.9	0.0	0.0	14.3	0.0	14.3	14.3	0.0	0.0	0.0	61	71.4	6	7	
EXETER	TUI AIRWAYS LTD	C D	8	0	0	0.0	37.5	25.0	0.0	12.5	0.0	0.0	25.0	0.0	0.0	0.0	59	100.0	0	9	
GLASGOW	BA CITYFLYER LTD	C A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
GLASGOW	BA CITYFLYER LTD	C D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	10	2	
GLASGOW	JET2.COM LTD	S A	5	0	0	20.0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	80.0	4	5	
GLASGOW	JET2.COM LTD	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	5	
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	15	7	
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	85.7	25	7	
GLASGOW	THOMAS COOK AIRLINES LTD	S A	7	0	0	28.6	42.9	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
GLASGOW	THOMAS COOK AIRLINES LTD	S 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	26	0.0	0	0	
ISLE OF MAN	BA CITYFLYER LTD	C A	3	0	0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
ISLE OF MAN	BA CITYFLYER LTD	C D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0	
LEEDS BRADFORD	JET2.COM LTD	S A	7	0	0	0.0	0.0	28.6	0.0	42.9	28.6	0.0	0.0	0.0	0.0	0.0	51	57.1	12	7	
LEEDS BRADFORD	JET2.COM 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	11	71.4	7	7	
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	5	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	88.9	11	9	
LEEDS BRADFORD	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	41	33.3	39	3	
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	37	4	
GATWICK	BRITISH AIRWAYS PLC	S A	5	0	0	20.0	0.0	60.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
GATWICK	BRITISH AIRWAYS PLC	S D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	44	0	0	11.4	25.0	22.7	13.6	13.6	2.3	6.8	4.5	0.0	0.0	0.0	33	67.4	17	43	
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	44	0	0	0.0	13.6	61.4	11.4	6.8	6.8	0.0	0.0	0.0	0.0	0.0	15	67.4	19	43	
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	82.6	9	23	
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	10	22	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	23	2	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M												MAY 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		
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	4	80.0	13	5						
GATWICK	THOMAS COOK AIRLINES LTD	S	A	11	0	0	0.0	45.5	27.3	0.0	18.2	9.1	0.0	0.0	0.0	0.0	0.0	16	92.9	6	14						
GATWICK	THOMAS COOK AIRLINES LTD	S	D	11	0	0	0.0	27.3	63.6	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	16	85.7	6	14						
GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	0.0	21.4	57.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	76.5	8	17						
GATWICK	TUI AIRWAYS LTD	C	D	18	0	0	0.0	22.2	72.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	95.5	5	22						
HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	11.1	44.4	0.0	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	2	17						
HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	76.5	9	17						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	3	6.7	33.3	6.7	6.7	13.3	6.7	6.7	0.0	0.0	0.0	20.0	28	84.6	4	13						
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	12	0	1	0.0	15.4	61.5	7.7	0.0	7.7	0.0	0.0	0.0	0.0	7.7	11	84.6	10	13						
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	100.0	3	17						
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	18						
LUTON	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	0.0	0	71.4	11	7						
LUTON	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	5	9						
STANSTED	JET2.COM LTD	S	A	12	0	0	0.0	41.7	33.3	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	12	90.0	4	10						
STANSTED	JET2.COM LTD	S	D	12	0	0	0.0	41.7	41.7	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	90.0	4	10						
STANSTED	THOMAS COOK AIRLINES LTD	S	A	7	0	0	0.0	14.3	42.9	14.3	0.0	14.3	0.0	0.0	14.3	0.0	0.0	223	100.0	0	8						
STANSTED	THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	14.3	57.1	0.0	0.0	14.3	0.0	0.0	14.3	0.0	0.0	221	100.0	4	8						
STANSTED	TUI AIRWAYS LTD	C	A	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	85.7	4	7						
STANSTED	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	9						
MANCHESTER	JET2.COM LTD	S	A	12	0	0	16.7	25.0	8.3	8.3	25.0	8.3	0.0	8.3	0.0	0.0	0.0	51	66.7	14	6						
MANCHESTER	JET2.COM LTD	S	D	12	0	0	0.0	33.3	58.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	83.3	7	6						
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	94.4	6	18						
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	4	18						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	12	0	0	0.0	0.0	41.7	41.7	0.0	8.3	8.3	0.0	0.0	0.0	0.0	30	64.7	14	17						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	0.0	69.2	23.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	19	88.9	7	18						
MANCHESTER	TUI AIRWAYS LTD	C	A	20	0	0	0.0	30.0	15.0	15.0	25.0	0.0	5.0	5.0	5.0	0.0	0.0	59	68.4	21	19						
MANCHESTER	TUI AIRWAYS LTD	C	D	26	0	0	0.0	7.7	46.2	19.2	11.5	3.8	3.8	3.8	3.8	0.0	0.0	48	73.1	19	26						
NEWCASTLE	JET2.COM LTD	S	A	6	0	0	16.7	16.7	16.7	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	24	100.0	5	6						
NEWCASTLE	JET2.COM LTD	S	D	6	0	0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	11	50.0	17	6						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAY 2017		
																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										
NEWCASTLE	THOMAS COOK AIRLINES 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	38	100.0	1	6																
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	6	0	0	0.0	0.0	16.7	16.7	16.7	16.7	16.7	0.0	16.7	0.0	0.0	247	83.3	8	6																	
NEWCASTLE	TUI AIRWAYS LTD	S	A	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	28	100.0	2	7																	
NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	3	9																	
SOUTHAMPTON	FLYBE 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																	
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	83.3	13	6																	
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	12.5	37.5	12.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	16	6																	
<b>TOTAL MAHON</b>				<b>705</b>	<b>0</b>	<b>4</b>	<b>4.4</b>	<b>25.0</b>	<b>42.5</b>	<b>11.1</b>	<b>8.3</b>	<b>4.2</b>	<b>2.1</b>	<b>1.1</b>	<b>0.7</b>	<b>0.0</b>	<b>0.6</b>	<b>25</b>	<b>81.6</b>	<b>10</b>	<b>916</b>																	
MALAGA																																						
ABERDEEN	RYANAIR	S	A	9	0	0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	8																	
ABERDEEN	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	6	8																	
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	A	30	0	0	0.0	16.7	33.3	30.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	21	93.5	4	31																	
BELFAST CITY (GEORGE BEST)	AER LINGUS	S	D	31	0	0	0.0	16.1	64.5	0.0	12.9	0.0	6.5	0.0	0.0	0.0	0.0	18	87.1	7	31																	
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																	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	5.4	45.9	29.7	8.1	8.1	0.0	2.7	0.0	0.0	0.0	0.0	11	82.5	12	40																	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	0.0	17.5	67.5	7.5	2.5	5.0	0.0	0.0	0.0	0.0	0.0	11	90.0	3	40																	
BELFAST INTERNATIONAL	JET2.COM LTD	S	A	6	0	0	33.3	0.0	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	3																	
BELFAST INTERNATIONAL	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	5	100.0	5	3																	
BELFAST INTERNATIONAL	RYANAIR	S	A	22	0	0	0.0	54.5	22.7	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	8	87.0	25	23																	
BELFAST INTERNATIONAL	RYANAIR	S	D	22	0	0	0.0	9.1	68.2	18.2	4.5	0.0	0.0	0.0	0.0	0.0	0.0	11	86.4	16	22																	
BELFAST INTERNATIONAL	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	0.0	29	1																	
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	32	2																	
BIRMINGHAM	BRITISH AIRWAYS PLC	S	A	2	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	47	50.0	77	2																	
BIRMINGHAM	BRITISH AIRWAYS PLC	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	96	0.0	113	2																	
BIRMINGHAM	JET2.COM LTD	S	A	39	0	0	17.9	28.2	23.1	12.8	12.8	2.6	0.0	2.6	0.0	0.0	0.0	18	47.8	21	23																	
BIRMINGHAM	JET2.COM LTD	S	D	39	0	0	0.0	17.9	53.8	10.3	17.9	0.0	0.0	0.0	0.0	0.0	0.0	14	78.3	12	23																	
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	63.0	16	54																	
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	57.4	17	54																	

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

		Origin/Destinations: M																	MAY 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 to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	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	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	84.6	5	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	0.0	0	84.6	16	13
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	A	13	0	0	0.0	7.7	46.2	30.8	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	47	0.0	0	0
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	D	13	0	0	0.0	0.0	38.5	30.8	23.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	47	0.0	0	0
BIRMINGHAM	RYANAIR	S	A	39	0	1	0.0	52.5	22.5	10.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	2.5	9	88.4	11	43
BIRMINGHAM	RYANAIR	S	D	39	0	1	0.0	10.0	62.5	15.0	2.5	7.5	0.0	0.0	0.0	0.0	0.0	2.5	13	81.4	14	43
BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	11.1	5.6	38.9	11.1	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	28	62.5	46	16
BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	16.7	50.0	11.1	5.6	16.7	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	57	16
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	0	100.0	0	13
BIRMINGHAM	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	8	13
BOURNEMOUTH	RYANAIR	S	A	27	0	0	7.4	51.9	37.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.3	2	26
BOURNEMOUTH	RYANAIR	S	D	27	0	0	3.7	25.9	55.6	7.4	0.0	3.7	0.0	3.7	0.0	0.0	0.0	0.0	20	88.5	3	26
BRISTOL	BRITISH AIRWAYS PLC	S	A	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	30	50.0	64	2
BRISTOL	BRITISH AIRWAYS PLC	S	D	4	0	0	0.0	0.0	0.0	50.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	64	0.0	101	2
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	66	0	1	11.9	32.8	28.4	9.0	9.0	4.5	3.0	0.0	0.0	0.0	0.0	1.5	16	80.6	10	62
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	65	0	1	0.0	21.2	50.0	10.6	9.1	4.5	3.0	0.0	0.0	0.0	0.0	1.5	18	75.8	11	62
BRISTOL	RYANAIR	S	A	35	0	0	0.0	25.7	40.0	8.6	17.1	5.7	2.9	0.0	0.0	0.0	0.0	0.0	21	71.4	11	35
BRISTOL	RYANAIR	S	D	35	0	0	0.0	17.1	40.0	17.1	14.3	11.4	0.0	0.0	0.0	0.0	0.0	0.0	22	85.7	9	35
BRISTOL	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	20.0	58	5
BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	14	5
CARDIFF WALES	TUI AIRWAYS LTD	C	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	0.0	7	85.7	8	7
CARDIFF WALES	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	8
CARDIFF WALES	VUELING AIRLINES	S	A	23	0	0	0.0	43.5	21.7	21.7	4.3	8.7	0.0	0.0	0.0	0.0	0.0	0.0	16	87.5	4	24
CARDIFF WALES	VUELING AIRLINES	S	D	23	0	0	0.0	26.1	39.1	17.4	8.7	0.0	4.3	4.3	0.0	0.0	0.0	0.0	27	87.5	4	24
DONCASTER SHEFFIELD	FLYBE LTD	S	A	13	0	0	7.7	23.1	38.5	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	12	13
DONCASTER SHEFFIELD	FLYBE LTD	S	D	13	0	0	0.0	15.4	84.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	57.1	32	14
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	55.6	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	37.5	22	8
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	8	8
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	27	0	0	11.1	44.4	29.6	7.4	3.7	0.0	0.0	0.0	3.7	0.0	0.0	0.0	13	79.3	7	29

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	JET2.COM LTD	S D	27	0	0	0.0	40.7	51.9	3.7	0.0	3.7	0.0	0.0	0.0	0.0	0.0	5	89.7	7	29			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	58	0	0	3.4	17.2	43.1	20.7	6.9	6.9	0.0	1.7	0.0	0.0	0.0	19	84.2	5	57			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	58	0	0	0.0	3.4	79.3	8.6	5.2	3.4	0.0	0.0	0.0	0.0	0.0	11	93.0	5	57			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	37.5	51	8			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	62.5	16	8			
EDINBURGH	BA CITYFLYER LTD	C 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	39	100.0	0	3			
EDINBURGH	BA CITYFLYER LTD	C D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	26	4			
EDINBURGH	JET2.COM LTD	S A	18	0	0	5.6	27.8	38.9	0.0	22.2	5.6	0.0	0.0	0.0	0.0	0.0	16	44.4	23	18			
EDINBURGH	JET2.COM LTD	S D	18	0	0	0.0	38.9	55.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	8	61.1	15	18			
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	77.8	13	9			
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	44.4	25	9			
EDINBURGH	RYANAIR	S A	31	0	0	3.2	22.6	41.9	16.1	9.7	3.2	3.2	0.0	0.0	0.0	0.0	18	71.0	18	31			
EDINBURGH	RYANAIR	S D	31	0	0	0.0	9.7	61.3	19.4	3.2	6.5	0.0	0.0	0.0	0.0	0.0	15	87.1	10	31			
EXETER	FLYBE LTD	S A	17	0	0	0.0	35.3	29.4	23.5	0.0	0.0	5.9	5.9	0.0	0.0	0.0	25	76.5	13	17			
EXETER	FLYBE LTD	S D	18	0	0	0.0	16.7	61.1	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	19	75.0	8	16			
GLASGOW	ALBA STAR	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	32	2			
GLASGOW	ALBA STAR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	34	2			
GLASGOW	BA CITYFLYER LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	114	1			
GLASGOW	BA CITYFLYER LTD	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	1			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	31	0	0	12.9	35.5	25.8	16.1	3.2	6.5	0.0	0.0	0.0	0.0	0.0	11	77.4	8	31			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	31	0	0	0.0	32.3	48.4	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	77.4	9	31			
GLASGOW	JET2.COM LTD	S A	18	0	0	22.2	38.9	22.2	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6	78.9	12	19			
GLASGOW	JET2.COM LTD	S D	18	0	0	0.0	55.6	38.9	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4	84.2	7	19			
GLASGOW	RYANAIR	S A	18	0	0	0.0	5.6	38.9	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	31	64.7	13	17			
GLASGOW	RYANAIR	S D	18	0	0	0.0	11.1	61.1	22.2	5.6	0.0	0.0	0.0	0.0	0.0	0.0	11	82.4	8	17			
GLASGOW	TUI AIRWAYS LTD	C A	5	0	0	0.0	20.0	40.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	19	60.0	26	5			
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	50.0	41	6			
JERSEY	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	29	0.0	0	0			
JERSEY	FLYBE 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	8	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S A	47	0	0	17.0	34.0	19.1	14.9	8.5	2.1	2.1	0.0	2.1	0.0	0.0	20	81.4	6	43			

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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							
LEEDS BRADFORD	JET2.COM LTD	S D	46	0	1	0.0	29.8	44.7	6.4	14.9	2.1	0.0	0.0	0.0	0.0	0.0	2.1	11	86.0	6	43		
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	84.6	5	13		
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	84.6	5	13		
LEEDS BRADFORD	RYANAIR	S A	36	0	0	0.0	22.2	30.6	25.0	13.9	0.0	8.3	0.0	0.0	0.0	0.0	0.0	25	86.1	5	36		
LEEDS BRADFORD	RYANAIR	S D	36	0	0	0.0	8.3	55.6	19.4	5.6	8.3	2.8	0.0	0.0	0.0	0.0	0.0	21	91.7	3	36		
LEEDS BRADFORD	TUI AIRWAYS LTD	C 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	0.0	10	0.0	0	0		
LEEDS BRADFORD	TUI AIRWAYS LTD	C D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	31	0	0	19.4	41.9	22.6	9.7	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7	93.5	6	31		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	31	0	0	0.0	71.0	22.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	96.9	5	32		
LIVERPOOL (JOHN LENNON)	GAINJET AVIATION	C D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
LIVERPOOL (JOHN LENNON)	RYANAIR	S A	49	0	0	12.2	32.7	34.7	14.3	2.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	10	89.8	5	49		
LIVERPOOL (JOHN LENNON)	RYANAIR	S D	49	0	0	0.0	26.5	63.3	6.1	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	6	95.9	2	49		
GATWICK	BRITISH AIRWAYS PLC	S A	135	0	0	40.7	30.4	16.3	3.0	4.4	3.7	1.5	0.0	0.0	0.0	0.0	0.0	9	84.7	8	116		
GATWICK	BRITISH AIRWAYS PLC	S D	135	0	0	0.0	31.1	51.1	10.4	3.7	3.0	0.7	0.0	0.0	0.0	0.0	0.0	10	76.9	9	115		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	160	0	1	16.8	29.8	16.8	14.3	9.3	9.9	1.9	0.6	0.0	0.0	0.6	0.0	21	80.6	11	160		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	159	0	1	0.0	18.8	46.9	11.9	11.3	9.4	0.6	0.6	0.0	0.0	0.6	0.0	20	68.8	17	160		
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	58.1	17	62		
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	75.8	12	62		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	8	0	0	0.0	50.0	25.0	0.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	98	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	9	0	1	0.0	30.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	14	0.0	0	0		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S A	35	0	0	0.0	11.4	48.6	22.9	11.4	2.9	0.0	0.0	2.9	0.0	0.0	0.0	27	77.4	13	31		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S D	35	0	0	0.0	14.3	48.6	25.7	8.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	15	67.7	18	31		
GATWICK	TUI AIRWAYS LTD	C A	15	0	0	0.0	26.7	20.0	13.3	33.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	23	55.6	32	18		
GATWICK	TUI AIRWAYS LTD	C D	14	0	0	0.0	0.0	64.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	61.1	12	18		
HEATHROW	BRITISH AIRWAYS PLC	S A	34	0	1	0.0	25.7	40.0	14.3	8.6	8.6	0.0	0.0	0.0	0.0	0.0	2.9	18	75.0	21	8		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE												MAY 2017						
						C/S	A/D	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE												Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat
								MAT	UNMAT	CAN	More than 15 m early	15 m to 1 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can					
HEATHROW	BRITISH AIRWAYS PLC	S	D	34	0	1	0.0	17.1	42.9	17.1	8.6	11.4	0.0	0.0	0.0	0.0	2.9	20	66.7	36	9					
LONDON CITY	BA CITYFLYER LTD	S	A	29	0	0	6.9	34.5	27.6	3.4	6.9	6.9	6.9	6.9	0.0	0.0	0.0	37	80.6	10	31					
LONDON CITY	BA CITYFLYER LTD	S	D	29	0	0	0.0	27.6	37.9	10.3	10.3	6.9	3.4	3.4	0.0	0.0	0.0	28	51.6	22	31					
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	91	0	0	0.0	17.6	31.9	15.4	25.3	6.6	1.1	2.2	0.0	0.0	0.0	29	58.1	22	86					
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	91	0	0	0.0	9.9	42.9	20.9	15.4	8.8	1.1	1.1	0.0	0.0	0.0	24	57.0	23	86					
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	74.1	11	27					
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	74.1	11	27					
LUTON	TUI AIRWAYS LTD	C	A	5	0	0	0.0	0.0	0.0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	31	25.0	44	8					
LUTON	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	55.6	19	9					
STANSTED	BA CITYFLYER LTD	S	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	28	1					
STANSTED	BA CITYFLYER LTD	S	D	2	0	0	0.0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	45	0.0	77	2					
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	46	0	0	6.5	39.1	26.1	6.5	6.5	8.7	6.5	0.0	0.0	0.0	0.0	21	78.0	8	41					
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	44	0	0	0.0	31.8	40.9	6.8	6.8	6.8	6.8	0.0	0.0	0.0	0.0	21	72.5	12	40					
STANSTED	JET2.COM LTD	S	A	31	0	0	3.2	32.3	32.3	22.6	0.0	3.2	3.2	3.2	0.0	0.0	0.0	22	58.3	16	24					
STANSTED	JET2.COM LTD	S	D	31	0	0	0.0	16.1	61.3	6.5	3.2	6.5	3.2	3.2	0.0	0.0	0.0	24	91.7	7	24					
STANSTED	PRIMERA AIR SCANDINAVIA	S	A	31	0	0	0.0	9.7	35.5	16.1	16.1	9.7	6.5	3.2	3.2	0.0	0.0	78	0.0	0	0					
STANSTED	PRIMERA AIR SCANDINAVIA	S	D	31	0	0	0.0	3.2	48.4	16.1	12.9	9.7	3.2	3.2	3.2	0.0	0.0	76	0.0	0	0					
STANSTED	RYANAIR	S	A	70	0	0	1.4	17.1	27.1	18.6	25.7	5.7	2.9	1.4	0.0	0.0	0.0	29	61.4	14	70					
STANSTED	RYANAIR	S	D	70	0	1	0.0	2.8	45.1	28.2	12.7	4.2	5.6	0.0	0.0	0.0	1.4	27	85.7	10	70					
MANCHESTER	BRITISH AIRWAYS PLC	S	A	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	30	2					
MANCHESTER	BRITISH AIRWAYS PLC	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	25	50.0	16	2					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	6.5	35.5	32.3	9.7	6.5	3.2	3.2	3.2	0.0	0.0	0.0	22	71.0	16	31					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	19.4	58.1	12.9	3.2	6.5	0.0	0.0	0.0	0.0	0.0	14	90.3	8	31					
MANCHESTER	JET2.COM LTD	S	A	45	0	0	11.1	48.9	24.4	6.7	4.4	2.2	2.2	0.0	0.0	0.0	0.0	10	92.1	15	38					
MANCHESTER	JET2.COM LTD	S	D	46	0	1	0.0	12.8	63.8	14.9	2.1	4.3	0.0	0.0	0.0	0.0	2.1	12	94.6	5	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	69.8	16	53					
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	73.6	14	53					

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

		Origin/Destinations: M																	MAY 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	NORWEGIAN AIR SHUTTLE	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	2
MANCHESTER	NORWEGIAN AIR SHUTTLE	C	D	0	0	0	0.0	0.0	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
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	94.1	5	17
MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	76.5	12	17
MANCHESTER	RYANAIR	S	A	49	0	0	14.3	40.8	34.7	4.1	4.1	0.0	0.0	0.0	2.0	0.0	0.0	15	93.8	3	48	
MANCHESTER	RYANAIR	S	D	49	0	0	0.0	4.1	51.0	24.5	16.3	4.1	0.0	0.0	0.0	0.0	0.0	20	70.8	11	48	
MANCHESTER	TUI AIRWAYS LTD	C	A	20	0	0	0.0	0.0	55.0	5.0	25.0	15.0	0.0	0.0	0.0	0.0	0.0	27	42.1	28	19	
MANCHESTER	TUI AIRWAYS LTD	C	D	19	0	0	0.0	5.3	63.2	15.8	5.3	10.5	0.0	0.0	0.0	0.0	0.0	17	60.0	20	20	
NEWCASTLE	AIR EUROPA	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
NEWCASTLE	AIR EUROPA	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	0.0	55.6	14.8	7.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	73.3	16	30	
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	0.0	22.2	59.3	7.4	3.7	7.4	0.0	0.0	0.0	0.0	0.0	15	80.0	19	30	
NEWCASTLE	JET2.COM LTD	S	A	22	0	0	45.5	27.3	13.6	0.0	4.5	4.5	4.5	0.0	0.0	0.0	0.0	11	100.0	2	23	
NEWCASTLE	JET2.COM LTD	S	D	22	0	0	0.0	22.7	63.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	78.3	9	23	
NEWCASTLE	RYANAIR	S	A	23	0	0	8.7	56.5	30.4	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	7	100.0	1	22	
NEWCASTLE	RYANAIR	S	D	23	0	0	0.0	4.3	69.6	21.7	0.0	0.0	0.0	0.0	4.3	0.0	0.0	25	95.5	6	22	
NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	0.0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	28	50.0	20	8	
NEWCASTLE	TUI AIRWAYS LTD	S	D	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	9	9	
SOUTHAMPTON	FLYBE LTD	S	A	17	0	0	5.9	23.5	64.7	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	10	78.6	8	14	
SOUTHAMPTON	FLYBE LTD	S	D	17	0	0	0.0	11.8	76.5	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	9	85.7	7	14	
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	28	0	3	12.9	29.0	16.1	12.9	3.2	6.5	3.2	0.0	6.5	0.0	9.7	123	77.4	11	31	
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	35.5	41.9	0.0	9.7	9.7	3.2	0.0	0.0	0.0	0.0	18	74.2	11	31	
SOUTHEND	JOTA AVIATION LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0	
<b>TOTAL MALAGA</b>				<b>3570</b>	<b>0</b>	<b>15</b>	<b>5.2</b>	<b>24.5</b>	<b>40.8</b>	<b>12.9</b>	<b>8.7</b>	<b>5.0</b>	<b>1.5</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>76.6</b>	<b>12</b>	<b>3790</b>	
MALE INTERNATIONAL	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 MALE 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>	
MALTA	ABERDEEN	RYANAIR	S	A	9	0	0	11.1	33.3	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	11	0.0	0	0	
	ABERDEEN	RYANAIR	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	33	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE											MAY 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)
BELFAST INTERNATIONAL	JET2.COM 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	12	0.0	0	0	
BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	33.3	55.6	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	0.0	0	0	
BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	21	0.0	0	0	
BIRMINGHAM	AIR MALTA	S	A	5	0	0	20.0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	32	100.0	3	5	
BIRMINGHAM	AIR MALTA	S	D	5	0	0	0.0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	48	80.0	7	5	
BIRMINGHAM	JET2.COM LTD	S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
BIRMINGHAM	JET2.COM LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
BIRMINGHAM	RYANAIR	S	A	14	0	0	7.1	7.1	42.9	14.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	25	53.8	20	13	
BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	7.1	50.0	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	21	76.9	8	13	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	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	28	50.0	19	4	
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	0.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	26	50.0	16	4	
BIRMINGHAM	TUI AIRWAYS LTD	C	A	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	17	25.0	21	4	
BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	14	4	
BOURNEMOUTH	RYANAIR	S	A	9	0	0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	75.0	12	8	
BOURNEMOUTH	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	2	100.0	2	8	
BRISTOL	AIR MALTA	C	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	33	0.0	0	0	
BRISTOL	AIR MALTA	C	D	5	0	0	0.0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0	
BRISTOL	AIR MALTA	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	10	5	
BRISTOL	AIR MALTA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	60.0	15	5	
BRISTOL	RYANAIR	S	A	14	0	0	50.0	35.7	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	9	92.3	2	13	
BRISTOL	RYANAIR	S	D	14	0	0	0.0	28.6	50.0	7.1	0.0	7.1	7.1	0.0	0.0	0.0	0.0	23	76.9	12	13	
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	39	4	
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	4	
EAST MIDLANDS INTERNATIONAL	JET2.COM 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	11	100.0	1	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	4	75.0	8	4	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	30.8	53.8	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	11	100.0	1	14	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	13	0	0	0.0	0.0	53.8	30.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	17	85.7	5	14	
EDINBURGH	RYANAIR	S	A	18	0	0	5.6	22.2	33.3	11.1	5.6	22.2	0.0	0.0	0.0	0.0	0.0	24	58.8	16	17	
EDINBURGH	RYANAIR	S	D	18	0	0	0.0	5.6	61.1	5.6	16.7	11.1	0.0	0.0	0.0	0.0	0.0	21	82.4	5	17	
GLASGOW	JET2.COM LTD	S	A	8	0	0	25.0	12.5	50.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	42.9	27	7	
GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	7	



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M												MAY 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	LEEDS BRADFORD	JET2.COM LTD	S A	5	0	0	20.0	0.0	20.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	58	25.0	24	4					
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	S D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	7	4					
LEEDS BRADFORD	LEEDS BRADFORD	RYANAIR	S A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9					
LEEDS BRADFORD	LEEDS BRADFORD	RYANAIR	S D	8	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	3	9					
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S A	9	0	0	0.0	33.3	33.3	22.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	23	100.0	1	9					
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	S D	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	0.0	22	88.9	4	9					
GATWICK	GATWICK	AIR MALTA	S A	31	0	0	9.7	45.2	25.8	9.7	0.0	6.5	3.2	0.0	0.0	0.0	0.0	0.0	15	88.0	6	25					
GATWICK	GATWICK	AIR MALTA	S D	31	0	0	0.0	35.5	45.2	6.5	3.2	3.2	6.5	0.0	0.0	0.0	0.0	0.0	17	84.0	8	25					
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S A	33	0	0	24.2	39.4	15.2	3.0	3.0	12.1	0.0	3.0	0.0	0.0	0.0	0.0	20	80.0	6	30					
GATWICK	GATWICK	BRITISH AIRWAYS PLC	S D	33	0	0	0.0	30.3	42.4	18.2	3.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	14	86.7	8	30					
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S A	45	0	0	13.3	22.2	20.0	20.0	13.3	8.9	2.2	0.0	0.0	0.0	0.0	0.0	21	59.1	18	44					
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S D	45	0	0	0.0	13.3	53.3	15.6	13.3	4.4	0.0	0.0	0.0	0.0	0.0	0.0	15	68.2	17	44					
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	19	0.0	0	0					
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	5	0	0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0					
GATWICK	GATWICK	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	11.1	44.4	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	37	55.6	21	9					
GATWICK	GATWICK	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	22.2	44.4	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	27	66.7	16	9					
GATWICK	GATWICK	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	0.0	60.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	50	25.0	38	8					
GATWICK	GATWICK	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	77.8	16	9					
HEATHROW	HEATHROW	AIR MALTA	S A	66	0	0	6.1	27.3	28.8	18.2	12.1	6.1	0.0	1.5	0.0	0.0	0.0	0.0	18	72.7	9	66					
HEATHROW	HEATHROW	AIR MALTA	S D	66	0	0	0.0	19.7	39.4	19.7	13.6	6.1	1.5	0.0	0.0	0.0	0.0	0.0	20	68.2	11	66					
LUTON	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	0.0	0	100.0	0	1					
LUTON	LUTON	RYANAIR	S A	36	0	0	2.8	25.0	25.0	16.7	16.7	11.1	2.8	0.0	0.0	0.0	0.0	0.0	27	74.3	12	35					
LUTON	LUTON	RYANAIR	S D	36	0	0	0.0	5.6	55.6	22.2	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	21	51.4	20	35					
STANSTED	STANSTED	JET2.COM LTD	S A	9	0	0	11.1	44.4	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0					
STANSTED	STANSTED	JET2.COM LTD	S D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0					
STANSTED	STANSTED	RYANAIR	S A	22	0	0	0.0	4.5	36.4	13.6	22.7	13.6	9.1	0.0	0.0	0.0	0.0	0.0	39	86.4	6	22					
STANSTED	STANSTED	RYANAIR	S D	22	0	0	0.0	0.0	45.5	40.9	9.1	4.5	0.0	0.0	0.0	0.0	0.0	0.0	22	95.5	5	22					
MANCHESTER	MANCHESTER	AIR MALTA	S 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	0.0	8	0.0	0	0					
MANCHESTER	MANCHESTER	AIR MALTA	S D	5	0	0	0.0	20.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0					
MANCHESTER	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	31	0	0	6.5	12.9	32.3	19.4	16.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	26	58.6	18	29					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 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	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	22.6	51.6	22.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	9	75.9	8	29					
MANCHESTER	JET2.COM LTD	S	A	9	0	0	11.1	22.2	33.3	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	39	100.0	3	9					
MANCHESTER	JET2.COM LTD	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	25	100.0	4	9					
MANCHESTER	RYANAIR	S	A	13	0	0	23.1	53.8	15.4	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	5	14					
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	0.0	14	42.9	20	14					
MANCHESTER	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	60	0.0	84	4					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	19	25.0	23	4					
MANCHESTER	TUI AIRWAYS LTD	C	A	10	0	0	0.0	10.0	50.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	18	62.5	31	8					
MANCHESTER	TUI AIRWAYS LTD	C	D	10	0	0	0.0	0.0	70.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	62.5	22	8					
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	22.2	44.4	0.0	0.0	22.2	11.1	0.0	0.0	0.0	0.0	40	66.7	12	9					
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	66.7	11.1	0.0	11.1	0.0	11.1	0.0	0.0	0.0	38	66.7	15	9					
NEWCASTLE	JET2.COM 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	1	100.0	3	4					
NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	7	4					
SOUTHEND	AIR MALTA	S	A	12	0	0	16.7	50.0	8.3	16.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0					
SOUTHEND	AIR MALTA	S	D	12	0	0	0.0	16.7	41.7	25.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0					
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	33.3	11.1	0.0	11.1	11.1	22.2	0.0	0.0	0.0	0.0	11.1	32	0.0	0	0					
SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	33.3	44.4	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0					
<b>TOTAL MALTA</b>				<b>1046</b>	<b>0</b>	<b>1</b>	<b>5.3</b>	<b>22.3</b>	<b>38.5</b>	<b>14.4</b>	<b>10.1</b>	<b>6.8</b>	<b>1.9</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>19</b>	<b>73.4</b>	<b>12</b>	<b>874</b>					
MANCHESTER																										
ABERDEEN	FLYBE LTD	S	A	161	0	1	6.2	59.3	21.6	1.9	6.2	1.9	1.9	0.6	0.0	0.0	0.6	9	86.5	7	163					
ABERDEEN	FLYBE LTD	S	D	161	0	1	0.0	58.6	28.4	4.3	1.9	3.1	2.5	0.6	0.0	0.0	0.6	11	89.6	5	163					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	198	0	2	2.5	54.0	30.5	3.5	3.0	4.5	1.0	0.0	0.0	0.0	1.0	9	88.3	6	204					
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	199	0	2	0.0	53.2	35.8	2.5	3.0	4.5	0.0	0.0	0.0	0.0	1.0	6	90.7	5	203					
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	66	0	0	3.0	53.0	21.2	7.6	7.6	6.1	0.0	1.5	0.0	0.0	0.0	16	66.3	19	80					
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	0.0	28.8	42.4	10.6	9.1	6.1	1.5	1.5	0.0	0.0	0.0	20	68.8	18	80					
BELFAST 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	0.0	0	0.0	50	1					
BELFAST INTERNATIONAL	RYANAIR	S	A	31	0	0	9.7	51.6	29.0	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0					
BELFAST INTERNATIONAL	RYANAIR	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	7	0.0	0	0					
BIRMINGHAM	BH AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1					
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	50.0	78	2					

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	1	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	50.0	22	4		
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	0.0	6	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	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	0.0	0	50.0	20	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	0.0	0.0	0	20.0	47	5		
BIRMINGHAM	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	83	0.0	0	0		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	46	100.0	0	1		
BIRMINGHAM	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	0.0	25	0.0	0	0		
BOURNEMOUTH	EASTERN AIRWAYS	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	18	2		
BOURNEMOUTH	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	15	100.0	5	2		
BRISTOL	BH AIR	C A	2	0	0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	113	0.0	0	0		
BRISTOL	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	0.0	0	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	0.0	0.0	20	0.0	0	0		
BRISTOL	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	0.0	86	0.0	174	1		
EDINBURGH	FLYBE LTD	S A	100	0	2	6.9	51.0	23.5	11.8	2.0	2.9	0.0	0.0	0.0	0.0	2.0	7	84.3	10	114			
EDINBURGH	FLYBE LTD	S D	101	0	1	0.0	38.2	45.1	6.9	5.9	2.9	0.0	0.0	0.0	0.0	1.0	9	84.3	12	115			
EXETER	FLYBE LTD	S A	81	0	0	4.9	54.3	24.7	3.7	2.5	8.6	1.2	0.0	0.0	0.0	0.0	11	90.2	7	112			
EXETER	FLYBE LTD	S D	80	0	1	0.0	42.0	42.0	7.4	3.7	2.5	1.2	0.0	0.0	0.0	1.2	9	86.6	7	112			
GLASGOW	FLYBE LTD	S A	75	0	0	20.0	53.3	17.3	1.3	4.0	4.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0			
GLASGOW	FLYBE LTD	S D	75	0	0	0.0	49.3	29.3	9.3	6.7	4.0	1.3	0.0	0.0	0.0	0.0	12	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	85.1	11	87			
GLASGOW	LOGANAIR LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	86.4	10	88			
ISLE OF MAN	EASTERN AIRWAYS	C A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0			
ISLE OF MAN	EASTERN AIRWAYS	C D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0			
ISLE OF MAN	FLYBE LTD	S A	136	0	6	4.9	35.9	39.4	7.7	3.5	2.8	0.0	1.4	0.0	0.0	4.2	12	0.0	0	0			
ISLE OF MAN	FLYBE LTD	S D	136	0	5	0.0	34.8	48.9	5.7	2.8	2.8	0.0	1.4	0.0	0.0	3.5	10	0.0	0	0			
JERSEY	FLYBE LTD	S A	35	0	0	0.0	48.6	20.0	8.6	11.4	11.4	0.0	0.0	0.0	0.0	0.0	16	63.6	24	33			
JERSEY	FLYBE LTD	S D	35	0	0	2.9	37.1	22.9	8.6	14.3	14.3	0.0	0.0	0.0	0.0	0.0	20	51.5	31	33			
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	4	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	0.0	13	0.0	0	0			
LIVERPOOL (JOHN LENNON)	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			

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	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	48	0.0	0	0
	GATWICK	BMI REGIONAL	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
	GATWICK	SIAVIA	C	A	0	0	0	0.0	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	C	A	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	0.0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	228	0	3	22.5	46.8	16.5	7.4	3.5	1.7	0.4	0.0	0.0	1.3	6	86.4	8	228	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	229	0	2	0.0	40.7	43.3	8.7	4.3	1.7	0.4	0.0	0.0	0.9	8	85.0	9	227	
	LONDON CITY	BA CITYFLYER LTD	S	A	3	0	1	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	10	66.7	27	3	
	LONDON CITY	BA CITYFLYER 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	32	100.0	3	2	
	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	119	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0	
	LUTON	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	16	1	
	LUTON	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	15	0.0	0	0	
	LUTON	THOMAS COOK AIRLINES 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	87	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	100.0	5	1	
	STANSTED	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	5	1	
	SOUTHAMPTON	AERO4M	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	18	1	
	SOUTHAMPTON	AERO4M	S	A	0	0	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	
	SOUTHAMPTON	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	38	1	
	SOUTHAMPTON	FLYBE LTD	S	A	184	0	2	8.6	48.4	27.4	5.9	4.3	4.3	0.0	0.0	0.0	1.1	8	87.7	6	138	
	SOUTHAMPTON	FLYBE LTD	S	D	184	0	2	0.0	37.6	40.3	7.0	5.4	8.1	0.5	0.0	0.0	1.1	13	89.9	7	138	
	SOUTHAMPTON	MALETH AERO	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	
	SOUTHAMPTON	MALETH AERO	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	
	SOUTHEND	STOBART AIR	S	A	76	0	4	3.8	40.0	32.5	7.5	6.3	5.0	0.0	0.0	0.0	5.0	11	0.0	0	0	
	SOUTHEND	STOBART AIR	S	D	77	0	3	1.3	31.3	47.5	6.3	3.8	6.3	0.0	0.0	0.0	3.8	10	0.0	0	0	
<b>TOTAL MANCHESTER</b>					<b>2781</b>	<b>0</b>	<b>40</b>	<b>4.5</b>	<b>45.4</b>	<b>32.9</b>	<b>6.2</b>	<b>4.5</b>	<b>4.1</b>	<b>0.6</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>84.5</b>	<b>9</b>	<b>2354</b>
MANILA																						
	HEATHROW	PHILIPPINE AIRLINES	S	A	30	0	1	45.2	16.1	29.0	3.2	3.2	0.0	0.0	0.0	0.0	3.2	5	17.2	36	29	
	HEATHROW	PHILIPPINE AIRLINES	S	D	30	0	1	9.7	45.2	41.9	0.0	0.0	0.0	0.0	0.0	0.0	3.2	3	44.8	19	29	
<b>TOTAL MANILA</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>27.4</b>	<b>30.6</b>	<b>35.5</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>3.2</b>	<b>4</b>	<b>31.0</b>	<b>28</b>	<b>58</b>	
MARRAKESH																						
	BIRMINGHAM	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	88	1	

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

		Origin/Destinations: M																	MAY 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	m late	m late	m late	m late	m late	late						
BIRMINGHAM	MALETH AERO		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1
BIRMINGHAM	TUI AIRWAYS 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	6	50.0	48	4
BIRMINGHAM	TUI AIRWAYS LTD		S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	63	4
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	9
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	6	9
LIVERPOOL (JOHN LENNON)	RYANAIR		S	A	8	0	0	0.0	37.5	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	6	9
LIVERPOOL (JOHN LENNON)	RYANAIR		S	D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9
GATWICK	AIR ARABIA MAROC		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	8	0.0	0	0
GATWICK	AIR ARABIA MAROC		S	D	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	8	0.0	0	0
GATWICK	BRITISH AIRWAYS PLC		S	A	34	0	0	20.6	38.2	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	7	90.3	4	30
GATWICK	BRITISH AIRWAYS PLC		S	D	35	0	0	0.0	31.4	51.4	11.4	2.9	0.0	2.9	0.0	0.0	0.0	0.0	11	83.3	10	30
GATWICK	EASYJET AIRLINE COMPANY LTD		S	A	35	0	0	11.4	45.7	31.4	8.6	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6	80.0	12	35
GATWICK	EASYJET AIRLINE COMPANY LTD		S	D	35	0	0	0.0	20.0	60.0	17.1	2.9	0.0	0.0	0.0	0.0	0.0	0.0	8	68.6	14	35
GATWICK	TUI AIRWAYS LTD		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	14	66.7	45	9
GATWICK	TUI AIRWAYS LTD		S	D	8	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	44	9
LUTON	RYANAIR		S	A	18	0	0	0.0	11.1	38.9	38.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	83.3	9	18
LUTON	RYANAIR		S	D	18	0	0	0.0	11.1	72.2	11.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	11	83.3	7	18
STANSTED	RYANAIR		S	A	31	0	0	0.0	22.6	45.2	9.7	9.7	6.5	0.0	6.5	0.0	0.0	0.0	31	93.5	15	31
STANSTED	RYANAIR		S	D	31	0	0	0.0	3.2	64.5	19.4	6.5	3.2	3.2	0.0	0.0	0.0	0.0	20	87.1	5	31
MANCHESTER	EASYJET AIRLINE COMPANY LTD		S	A	9	0	0	22.2	0.0	11.1	11.1	11.1	33.3	11.1	0.0	0.0	0.0	0.0	52	62.5	20	8
MANCHESTER	EASYJET AIRLINE COMPANY LTD		S	D	9	0	0	0.0	11.1	22.2	0.0	22.2	33.3	11.1	0.0	0.0	0.0	0.0	61	44.4	29	9
MANCHESTER	TUI AIRWAYS LTD		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	5	77.8	12	9
MANCHESTER	TUI AIRWAYS 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	7	77.8	18	9
<b>TOTAL MARRAKESH</b>					<b>331</b>	<b>0</b>	<b>0</b>	<b>5.1</b>	<b>26.0</b>	<b>45.0</b>	<b>13.3</b>	<b>5.7</b>	<b>3.0</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>81.1</b>	<b>13</b>	<b>327</b>
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	21	0.0	0	0
BIRMINGHAM	THOMAS COOK AIRLINES 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	35	0.0	0	0
GATWICK	TUI AIRWAYS LTD		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	0.0	10	25.0	22	4
GATWICK	TUI AIRWAYS LTD		S	D	5	0	0	0.0	0.0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	60.0	17	5
<b>TOTAL MARSA ALAM</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>5.6</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>18</b>	<b>44.4</b>	<b>19</b>	<b>9</b>

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

		Origin/Destinations: M																	MAY 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
MARSEILLE	BIRMINGHAM	GAINJET AVIATION	C	D	1	0	0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	2	0.0	10.0	20.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	20.0	23	100.0	2	5
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	8	0	2	0.0	10.0	50.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	8	100.0	6	5
	EDINBURGH	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	100.0	0	1
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	12.5	62.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	13	77.8	12	9
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	0.0	12.5	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	28	22.2	23	9
	EDINBURGH	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	45	1
	GLASGOW	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	2
	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	50.0	11	2
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	4	1.8	30.4	16.1	12.5	21.4	7.1	1.8	1.8	0.0	0.0	7.1	30	64.9	14	57
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	53	0	4	0.0	15.8	50.9	7.0	7.0	8.8	0.0	3.5	0.0	0.0	7.0	25	70.2	14	57
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	5	3.3	29.3	28.3	14.1	15.2	3.3	1.1	0.0	0.0	0.0	5.4	17	90.9	5	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	5	0.0	41.3	32.6	13.0	5.4	1.1	1.1	0.0	0.0	0.0	5.4	9	89.9	5	89
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	15	0	2	11.8	29.4	23.5	5.9	17.6	0.0	0.0	0.0	0.0	0.0	11.8	13	88.9	8	18
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	15	0	2	0.0	11.8	47.1	11.8	17.6	0.0	0.0	0.0	0.0	0.0	11.8	14	77.8	10	18
	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	51	0	2	0.0	20.8	26.4	18.9	20.8	5.7	1.9	1.9	0.0	0.0	3.8	28	75.0	15	40
	STANSTED	RYANAIR	S	D	51	0	2	0.0	7.5	64.2	11.3	5.7	1.9	0.0	5.7	0.0	0.0	3.8	25	92.5	5	40
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	22.2	22.2	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	32	55.6	24	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	31	55.6	25	9
	DURHAM TEES VALLEY	EASTERN AIRWAYS	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0
<b>TOTAL MARSEILLE</b>					<b>463</b>	<b>0</b>	<b>30</b>	<b>1.6</b>	<b>23.9</b>	<b>35.3</b>	<b>13.2</b>	<b>13.2</b>	<b>4.5</b>	<b>0.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>6.1</b>	<b>20</b>	<b>80.0</b>	<b>10</b>	<b>460</b>
MAURITIUS	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	30.8	30.8	0.0	23.1	7.7	7.7	0.0	0.0	0.0	0.0	33	84.6	6	13
	GATWICK	TUI AIRWAYS LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	80.0	9	5
	GATWICK	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	75.0	19	4
	HEATHROW	AIR MAURITIUS LTD	S	A	12	0	0	8.3	41.7	25.0	8.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	20	58.3	128	12

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: M										MAY 2017								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat			
		HEATHROW	AIR MAURITIUS LTD	S	D	12	0	0	8.3	33.3	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	58.3	16	12					
<b>TOTAL MAURITIUS</b>						<b>58</b>	<b>0</b>	<b>0</b>	<b>15.5</b>	<b>36.2</b>	<b>25.9</b>	<b>5.2</b>	<b>12.1</b>	<b>1.7</b>	<b>3.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>76.7</b>	<b>33</b>	<b>60</b>					
		MELBOURNE																										
		HEATHROW	QANTAS	S	A	31	0	0	16.1	38.7	22.6	9.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	11	76.9	20	26					
		HEATHROW	QANTAS	S	D	31	0	0	0.0	25.8	51.6	6.5	6.5	9.7	0.0	0.0	0.0	0.0	0.0	14	96.0	2	25					
<b>TOTAL MELBOURNE</b>						<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>32.3</b>	<b>37.1</b>	<b>8.1</b>	<b>6.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.3</b>	<b>11</b>	<b>51</b>					
		MEMMINGEN ALLGAU																										
		STANSTED	RYANAIR	S	A	23	0	0	0.0	0.0	43.5	17.4	17.4	17.4	0.0	4.3	0.0	0.0	0.0	45	84.6	7	26					
		STANSTED	RYANAIR	S	D	23	0	0	0.0	0.0	65.2	13.0	8.7	8.7	0.0	4.3	0.0	0.0	0.0	27	96.2	4	26					
<b>TOTAL MEMMINGEN ALLGAU</b>						<b>46</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>54.3</b>	<b>15.2</b>	<b>13.0</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>36</b>	<b>90.4</b>	<b>6</b>	<b>52</b>					
		MEXICO CITY																										
		HEATHROW	AEROMEXICO	S	A	31	0	0	87.1	6.5	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	1	72.4	8	29					
		HEATHROW	AEROMEXICO	S	D	30	0	1	9.7	74.2	9.7	0.0	3.2	0.0	0.0	0.0	0.0	3.2	2	100.0	0	29						
		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	22.6	9.7	16.1	22.6	12.9	9.7	3.2	3.2	0.0	0.0	0.0	35	76.7	18	30					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	38.7	9.7	16.1	9.7	0.0	0.0	0.0	0.0	0.0	19	76.7	13	30					
<b>TOTAL MEXICO CITY</b>						<b>123</b>	<b>0</b>	<b>1</b>	<b>29.8</b>	<b>29.0</b>	<b>16.9</b>	<b>8.1</b>	<b>8.9</b>	<b>4.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>81.4</b>	<b>10</b>	<b>118</b>					
		MIAMI INTERNATIONAL																										
		HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	27.4	29.0	12.9	8.1	12.9	6.5	1.6	1.6	0.0	0.0	0.0	19	51.6	35	62					
		HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	0.0	51.6	38.7	4.8	1.6	1.6	0.0	1.6	0.0	0.0	0.0	8	75.8	18	62					
		HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	16.4	31.1	27.9	6.6	9.8	8.2	0.0	0.0	0.0	0.0	0.0	14	80.0	13	60					
		HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	25.8	50.0	14.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	10	70.0	14	60					
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	19.4	12.9	35.5	19.4	9.7	0.0	3.2	0.0	0.0	0.0	0.0	15	93.5	6	31					
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	35.5	51.6	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	96.8	3	31					
		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	12.5	52	8					
		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	62.5	33	8					
<b>TOTAL MIAMI INTERNATIONAL</b>						<b>309</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>32.4</b>	<b>34.6</b>	<b>10.0</b>	<b>7.8</b>	<b>3.2</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>72.7</b>	<b>18</b>	<b>322</b>					
		MIKONOS																										
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	5.1	28.2	15.4	17.9	15.4	10.3	5.1	2.6	0.0	0.0	0.0	36	86.1	8	36					
		GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	0.0	15.4	51.3	17.9	5.1	7.7	0.0	2.6	0.0	0.0	0.0	25	72.2	15	36					

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

		Origin/Destinations: M																	MAY 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
								3.1	21.0	34.0	17.3	12.3	9.9	1.2	1.2	0.0	0.0	0.0	25	76.8	11	154
	HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	0	0.0	31.6	15.8	26.3	21.1	5.3	0.0	0.0	0.0	0.0	0.0	19	84.6	5	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	19	0	0	0.0	10.5	73.7	10.5	5.3	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	55.6	11.1	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	24	66.7	8	9
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	44.4	18	9
	MANCHESTER	BRITISH AIRWAYS PLC	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	50.0	28	2
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	2	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	50.0	35	2
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	0.0	37.5	0.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	29	77.8	9	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	12.5	25.0	37.5	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	66.7	11	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	49	77.8	9	8
	MANCHESTER	THOMAS COOK AIRLINES 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	19	75.0	15	8
<b>TOTAL MIKONOS</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>21.0</b>	<b>34.0</b>	<b>17.3</b>	<b>12.3</b>	<b>9.9</b>	<b>1.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>76.8</b>	<b>11</b>	<b>154</b>
MILAN (LINATE)																						
	GATWICK	AER LINGUS	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	ALITALIA (CAI)	S	A	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	90	0	3	16.1	32.3	19.4	6.5	8.6	8.6	3.2	2.2	0.0	0.0	3.2	26	76.3	13	93
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	90	0	3	0.0	20.4	35.5	15.1	11.8	5.4	7.5	1.1	0.0	0.0	3.2	28	58.1	20	93
	HEATHROW	ALITALIA (CAI)	S	A	62	0	0	11.3	32.3	19.4	19.4	17.7	0.0	0.0	0.0	0.0	0.0	0.0	14	87.1	8	62
	HEATHROW	ALITALIA (CAI)	S	D	62	0	0	0.0	51.6	35.5	6.5	4.8	1.6	0.0	0.0	0.0	0.0	0.0	7	82.3	7	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	187	0	5	13.0	36.5	27.6	8.9	5.7	4.2	1.6	0.0	0.0	0.0	2.6	12	85.2	11	182
	HEATHROW	BRITISH AIRWAYS PLC	S	D	187	0	5	0.0	38.0	42.7	8.3	5.2	2.6	0.5	0.0	0.0	0.0	2.6	9	84.6	9	182
	LONDON CITY	ALITALIA (CAI)	S	A	154	0	3	18.5	41.4	21.7	7.0	6.4	3.2	0.0	0.0	0.0	0.0	1.9	8	95.5	2	132
	LONDON CITY	ALITALIA (CAI)	S	D	154	0	3	0.6	37.6	36.9	7.6	8.9	5.1	1.3	0.0	0.0	0.0	1.9	13	77.9	10	131
	LONDON CITY	BA CITYFLYER LTD	S	A	84	0	3	25.3	34.5	12.6	8.0	8.0	5.7	0.0	2.3	0.0	0.0	3.4	16	75.0	11	52
	LONDON CITY	BA CITYFLYER LTD	S	D	86	0	3	0.0	27.0	29.2	15.7	10.1	10.1	3.4	1.1	0.0	0.0	3.4	27	51.9	22	52
	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	7	1
	STANSTED	BA CITYFLYER LTD	S	A	8	0	0	25.0	50.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	87.5	3	8
	STANSTED	BA CITYFLYER LTD	S	D	8	0	0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	20	87.5	6	8



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE											MAY 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
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	0.0	5	0.0	0	0
<b>TOTAL MILAN (LINATE)</b>						<b>1174</b>	<b>0</b>	<b>29</b>	<b>8.4</b>	<b>35.6</b>	<b>29.3</b>	<b>9.6</b>	<b>8.1</b>	<b>4.6</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>15</b>	<b>80.2</b>	<b>10</b>	<b>1059</b>
MILAN (MALPENSA)																							
BIRMINGHAM		FLYBE LTD		S	A	30	0	1	6.5	51.6	19.4	3.2	3.2	6.5	3.2	3.2	0.0	0.0	3.2	22	66.7	20	62
BIRMINGHAM		FLYBE LTD		S	D	30	0	1	0.0	9.7	71.0	6.5	0.0	6.5	0.0	3.2	0.0	0.0	3.2	19	75.8	17	62
BRISTOL		BMI REGIONAL		S	A	11	0	1	0.0	25.0	33.3	25.0	8.3	0.0	0.0	0.0	0.0	8.3	12	37.5	35	16	
BRISTOL		BMI REGIONAL		S	D	11	0	1	0.0	0.0	75.0	0.0	0.0	8.3	0.0	8.3	0.0	0.0	8.3	35	47.1	18	16
CARDIFF WALES		FLYBE LTD		S	A	12	0	0	0.0	33.3	8.3	16.7	25.0	8.3	0.0	8.3	0.0	0.0	0.0	42	66.7	14	18
CARDIFF WALES		FLYBE LTD		S	D	12	0	0	0.0	8.3	58.3	8.3	0.0	16.7	0.0	8.3	0.0	0.0	0.0	37	77.8	10	18
EDINBURGH		EASYJET AIRLINE COMPANY LTD		S	A	48	0	0	4.2	45.8	31.3	6.3	6.3	6.3	0.0	0.0	0.0	0.0	0.0	10	81.6	13	49
EDINBURGH		EASYJET AIRLINE COMPANY LTD		S	D	48	0	0	0.0	16.7	43.8	16.7	12.5	8.3	2.1	0.0	0.0	0.0	0.0	21	75.5	19	49
GLASGOW		EASYJET AIRLINE COMPANY LTD		S	A	13	0	0	30.8	38.5	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	92.3	4	13
GLASGOW		EASYJET AIRLINE COMPANY 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	7	84.6	55	13
LIVERPOOL (JOHN LENNON)		RYANAIR		S	A	13	0	0	0.0	23.1	30.8	7.7	7.7	23.1	7.7	0.0	0.0	0.0	0.0	34	0.0	0	0
LIVERPOOL (JOHN LENNON)		RYANAIR		S	D	13	0	0	0.0	0.0	38.5	0.0	7.7	38.5	15.4	0.0	0.0	0.0	0.0	59	0.0	0	0
GATWICK		EASYJET AIRLINE COMPANY LTD		S	A	177	0	6	2.2	24.6	29.0	17.5	8.7	6.0	6.6	2.2	0.0	0.0	3.3	30	68.1	19	182
GATWICK		EASYJET AIRLINE COMPANY LTD		S	D	177	0	5	0.0	12.6	40.1	13.7	13.7	9.3	4.9	2.7	0.0	0.0	2.7	35	51.6	23	182
GATWICK		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
GATWICK		RYANAIR		S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
HEATHROW		BRITISH AIRWAYS PLC		S	A	108	0	4	9.8	25.9	25.9	14.3	10.7	5.4	2.7	0.9	0.9	0.0	3.6	30	86.4	12	110
HEATHROW		BRITISH AIRWAYS PLC		S	D	108	0	4	0.0	40.2	34.8	7.1	8.0	3.6	1.8	0.9	0.0	0.0	3.6	14	87.2	8	109
LUTON		EASYJET AIRLINE COMPANY LTD		S	A	64	0	1	1.5	21.5	29.2	15.4	12.3	9.2	3.1	4.6	1.5	0.0	1.5	42	70.3	22	64
LUTON		EASYJET AIRLINE COMPANY LTD		S	D	62	0	2	0.0	6.3	40.6	20.3	10.9	9.4	4.7	4.7	0.0	0.0	3.1	43	58.7	28	63
LUTON		NEOS SPA		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	30	1
LUTON		NEOS SPA		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	50	1
STANSTED		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	13	0.0	0	0
STANSTED		RYANAIR		S	A	59	0	3	4.8	12.9	21.0	21.0	19.4	8.1	6.5	1.6	0.0	0.0	4.8	36	83.9	9	62
STANSTED		RYANAIR		S	D	60	0	2	0.0	1.6	16.1	21.0	29.0	19.4	6.5	1.6	1.6	0.0	3.2	55	70.5	13	61
MANCHESTER		EASYJET AIRLINE COMPANY LTD		S	A	30	0	1	19.4	45.2	6.5	16.1	3.2	6.5	0.0	0.0	0.0	0.0	3.2	12	87.1	8	31

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

		Origin/Destinations: M																	MAY 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	m late	m late	m late	m late	m late	late						
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	19.4	41.9	6.5	16.1	9.7	3.2	0.0	0.0	0.0	3.2	23	67.7	16	31
	MANCHESTER	FLYBE LTD	S	A	30	0	1	3.2	25.8	35.5	9.7	12.9	6.5	3.2	0.0	0.0	0.0	3.2	21	72.9	14	48
	MANCHESTER	FLYBE LTD	S	D	30	0	1	0.0	3.2	61.3	12.9	16.1	3.2	0.0	0.0	0.0	0.0	3.2	16	62.5	21	48
	SOUTHEND	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	78.3	12	23
	SOUTHEND	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	68.2	11	22
	SOUTHEND	STOBART AIR	S	A	3	0	3	0.0	0.0	16.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	50.0	68	0.0	0	0
	SOUTHEND	STOBART AIR	S	D	4	0	1	0.0	0.0	20.0	20.0	0.0	40.0	0.0	0.0	0.0	0.0	20.0	45	0.0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>1199</b>	<b>0</b>	<b>39</b>	<b>2.7</b>	<b>21.7</b>	<b>33.5</b>	<b>13.5</b>	<b>11.2</b>	<b>8.2</b>	<b>3.7</b>	<b>1.9</b>	<b>0.2</b>	<b>0.0</b>	<b>3.2</b>	<b>29</b>	<b>70.8</b>	<b>17</b>	<b>1354</b>
MINNEAPOLIS-ST PAUL																						
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	38.7	16.1	29.0	0.0	6.5	9.7	0.0	0.0	0.0	0.0	0.0	11	80.6	10	31
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	67.7	19.4	0.0	6.5	6.5	0.0	0.0	0.0	0.0	0.0	10	96.8	2	31
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>19.4</b>	<b>41.9</b>	<b>24.2</b>	<b>0.0</b>	<b>6.5</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>88.7</b>	<b>6</b>	<b>62</b>
MINSK INT'L																						
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	14	0	0	21.4	50.0	14.3	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	21	14
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	15	0	0	0.0	33.3	40.0	13.3	0.0	13.3	0.0	0.0	0.0	0.0	0.0	16	78.6	23	14
	MANCHESTER	BELAVIA (BELARUSSIAN AIRLINES)	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	BELAVIA (BELARUSSIAN 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	10	100.0	4	1
<b>TOTAL MINSK INT'L</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>41.9</b>	<b>29.0</b>	<b>9.7</b>	<b>3.2</b>	<b>6.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>80.0</b>	<b>21</b>	<b>30</b>
MOENCHENGLADBACH																						
	SOUTHAMPTON	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
<b>TOTAL MOENCHENGLADBACH</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>
MONTEGO BAY																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	80.0	4	5
	BIRMINGHAM	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	5	75.0	14	4
	GATWICK	TUI AIRWAYS LTD	C	A	14	0	0	7.1	21.4	28.6	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	31	92.9	11	14
	GATWICK	TUI AIRWAYS LTD	C	D	13	0	0	0.0	0.0	61.5	30.8	0.0	0.0	7.7	0.0	0.0	0.0	0.0	24	92.9	8	14
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	33.3	52	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0.0	0.0	44.4	0.0	22.2	33.3	0.0	0.0	0.0	0.0	0.0	35	66.7	18	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	66.7	10	3
	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	50.0	24	4

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: M										MAY 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	
MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	17	9							
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	0.0	21	66.7	21	9							
<b>TOTAL MONTEGO BAY</b>				<b>81</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>16.0</b>	<b>35.8</b>	<b>17.3</b>	<b>9.9</b>	<b>4.9</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>72.5</b>	<b>18</b>	<b>80</b>							
MONTPELLIER																												
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	0	1	5.9	19.6	21.6	25.5	11.8	7.8	0.0	5.9	0.0	0.0	2.0	33	69.2	19	52							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	51	0	1	0.0	17.3	44.2	17.3	9.6	3.8	0.0	5.8	0.0	0.0	1.9	24	67.3	19	52							
HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	8							
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	62.5	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	100.0	1	9							
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	88.9	4	9							
<b>TOTAL MONTPELLIER</b>				<b>101</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>18.4</b>	<b>33.0</b>	<b>21.4</b>	<b>10.7</b>	<b>5.8</b>	<b>0.0</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.9</b>	<b>29</b>	<b>73.2</b>	<b>15</b>	<b>138</b>							
MONTREAL (DORVAL)																												
GATWICK	AIR TRANSAT	S	A	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	11	66.7	24	6							
GATWICK	AIR TRANSAT	S	D	6	0	0	0.0	66.7	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	21	66.7	22	6							
HEATHROW	AIR CANADA	S	A	31	0	0	0.0	29.0	38.7	16.1	12.9	3.2	0.0	0.0	0.0	0.0	0.0	14	48.4	22	31							
HEATHROW	AIR CANADA	S	D	31	0	0	0.0	41.9	38.7	12.9	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	90.3	14	31							
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	32.3	38.7	9.7	3.2	12.9	3.2	0.0	0.0	0.0	0.0	0.0	9	86.7	7	30							
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	38.7	19.4	3.2	12.9	0.0	0.0	0.0	0.0	0.0	17	80.0	8	30							
<b>TOTAL MONTREAL (DORVAL)</b>				<b>136</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>34.6</b>	<b>30.9</b>	<b>12.5</b>	<b>8.8</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>12</b>	<b>75.4</b>	<b>14</b>	<b>134</b>							
MOSCOW (DOMODEDOVO)																												
HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	74.2	19.1	1.1	2.2	1.1	2.2	0.0	0.0	0.0	0.0	0.0	3	95.5	6	89							
HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	0.0	45.5	48.9	4.5	0.0	1.1	0.0	0.0	0.0	0.0	0.0	5	90.0	8	90							
<b>TOTAL MOSCOW (DOMODEDOVO)</b>				<b>177</b>	<b>0</b>	<b>0</b>	<b>37.3</b>	<b>32.2</b>	<b>24.9</b>	<b>3.4</b>	<b>0.6</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4</b>	<b>92.7</b>	<b>7</b>	<b>179</b>							
MOSCOW (SHEREMETYEVO)																												
GATWICK	AEROFLOT	S	A	0	0	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	2	31							
GATWICK	AEROFLOT	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	96.8	2	31							
HEATHROW	AEROFLOT	S	A	150	0	0	36.7	36.7	19.3	6.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	3	85.6	7	118							
HEATHROW	AEROFLOT	S	D	144	0	0	2.8	59.0	30.6	2.8	4.9	0.0	0.0	0.0	0.0	0.0	0.0	4	88.6	5	114							
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	8	1							
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>				<b>294</b>	<b>0</b>	<b>0</b>	<b>20.1</b>	<b>47.6</b>	<b>24.8</b>	<b>4.8</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3</b>	<b>88.8</b>	<b>5</b>	<b>295</b>							
MOSCOW (VNUKOVO)																												
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	66.7	8	3							

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	AVCON JET AG	C	D	0	0	0	0.0	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	ELITAVIA	C	A	0	0	0	0.0	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	MHS AVIATION GMBH GRUENWALD	C	A	0	0	0	0.0	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	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
	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	3
	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	4
<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</b>	<b>0</b>	<b>0</b>	<b>93.8</b>	<b>7</b>	<b>16</b>
MUMBAI																							
	HEATHROW	AIR INDIA	S	A	31	0	0	9.7	25.8	32.3	16.1	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	18	51.6	22	31
	HEATHROW	AIR INDIA	S	D	31	0	0	0.0	12.9	41.9	16.1	9.7	19.4	0.0	0.0	0.0	0.0	0.0	0.0	26	35.5	31	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	21.0	40.3	14.5	8.1	6.5	8.1	1.6	0.0	0.0	0.0	0.0	0.0	14	83.6	8	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	32.3	53.2	6.5	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	11	83.6	8	61
	HEATHROW	JET AIRWAYS	S	A	93	0	0	20.4	34.4	16.1	12.9	4.3	8.6	2.2	0.0	1.1	0.0	0.0	0.0	20	58.1	17	62
	HEATHROW	JET AIRWAYS	S	D	93	0	0	2.2	29.0	40.9	11.8	11.8	1.1	2.2	0.0	1.1	0.0	0.0	0.0	19	96.8	2	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	6	2
<b>TOTAL MUMBAI</b>					<b>372</b>	<b>0</b>	<b>0</b>	<b>9.9</b>	<b>31.2</b>	<b>31.7</b>	<b>11.3</b>	<b>6.5</b>	<b>7.5</b>	<b>1.3</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>73.2</b>	<b>12</b>	<b>310</b>	
MUNICH																							
	BIRMINGHAM	LUFTHANSA	S	A	76	0	3	1.3	44.3	22.8	12.7	8.9	6.3	0.0	0.0	0.0	0.0	3.8	14	84.3	7	83	
	BIRMINGHAM	LUFTHANSA	S	D	78	0	1	0.0	22.8	53.2	8.9	8.9	5.1	0.0	0.0	0.0	0.0	1.3	12	90.4	4	83	
	BRISTOL	BMI REGIONAL	S	A	59	0	3	0.0	3.2	29.0	24.2	12.9	19.4	3.2	3.2	0.0	0.0	4.8	43	53.6	31	56	
	BRISTOL	BMI REGIONAL	S	D	57	0	1	0.0	10.3	44.8	17.2	10.3	15.5	0.0	0.0	0.0	0.0	1.7	23	43.9	32	56	
	CARDIFF WALES	FLYBE LTD	S	A	8	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	18	71.4	20	14	
	CARDIFF WALES	FLYBE LTD	S	D	8	0	0	0.0	12.5	75.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6	78.6	14	14	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	2	3.1	9.4	18.8	21.9	18.8	18.8	3.1	0.0	0.0	0.0	6.3	40	45.2	21	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	6.5	35.5	16.1	25.8	6.5	6.5	0.0	0.0	0.0	3.2	33	45.2	18	31	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	20	0	0	15.0	60.0	10.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	15	27	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	20	0	0	0.0	20.0	45.0	15.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	14	74.1	19	27	
	GLASGOW	LUFTHANSA	S	A	21	0	0	4.8	76.2	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0	
	GLASGOW	LUFTHANSA	S	D	21	0	0	0.0	23.8	66.7	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	84	0	6	5.6	24.4	26.7	8.9	12.2	11.1	1.1	3.3	0.0	0.0	6.7	31	66.3	20	89	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: M		PERCENTAGE OF FLIGHTS LATE											MAY 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	EASYJET AIRLINE COMPANY LTD	S	D	84	0	5	0.0	21.3	48.3	14.6	4.5	3.4	2.2	0.0	0.0	0.0	5.6	15	73.0	15	89		
HEATHROW	BRITISH AIRWAYS PLC	S	A	189	0	3	12.0	33.3	25.5	12.0	5.2	6.8	3.6	0.0	0.0	0.0	1.6	18	80.7	10	187		
HEATHROW	BRITISH AIRWAYS PLC	S	D	189	0	3	0.0	40.6	40.6	8.9	4.7	1.0	2.6	0.0	0.0	0.0	1.6	11	85.6	7	187		
HEATHROW	LUFTHANSA	S	A	221	0	8	6.1	34.1	25.8	14.0	12.2	3.5	0.4	0.4	0.0	0.0	3.5	15	78.0	10	241		
HEATHROW	LUFTHANSA	S	D	220	0	9	0.0	19.2	47.2	12.2	14.4	2.6	0.0	0.4	0.0	0.0	3.9	15	81.0	9	242		
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	25	0	3	25.0	3.6	10.7	17.9	10.7	17.9	3.6	0.0	0.0	0.0	10.7	33	70.4	22	27		
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	25	0	2	0.0	14.8	40.7	14.8	14.8	3.7	3.7	0.0	0.0	0.0	7.4	23	59.3	24	27		
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	3.2	19.4	25.8	9.7	19.4	9.7	6.5	3.2	3.2	0.0	0.0	51	67.7	13	31		
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	19.4	41.9	6.5	16.1	12.9	3.2	0.0	0.0	0.0	0.0	29	80.6	9	31		
STANSTED	EUROWINGS LUFTVERKEHRS	S	A	16	0	1	0.0	11.8	23.5	23.5	17.6	17.6	0.0	0.0	0.0	0.0	5.9	29	74.1	7	26		
STANSTED	EUROWINGS LUFTVERKEHRS	S	D	16	0	1	0.0	0.0	47.1	11.8	17.6	17.6	0.0	0.0	0.0	0.0	5.9	29	70.4	10	26		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	9.5	28.6	28.6	9.5	9.5	9.5	0.0	4.8	0.0	0.0	0.0	31	61.9	16	21		
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	33.3	38.1	14.3	9.5	4.8	0.0	0.0	0.0	0.0	0.0	13	85.7	11	21		
MANCHESTER	LUFTHANSA	S	A	80	0	1	2.5	42.0	29.6	9.9	11.1	3.7	0.0	0.0	0.0	0.0	1.2	13	84.3	7	88		
MANCHESTER	LUFTHANSA	S	D	80	0	1	0.0	24.7	48.1	16.0	4.9	4.9	0.0	0.0	0.0	0.0	1.2	14	84.3	8	88		
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		
SOUTHAMPTON	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	80.0	12	50		
SOUTHAMPTON	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	78.0	15	50		
<b>TOTAL MUNICH</b>				<b>1761</b>	<b>0</b>	<b>54</b>	<b>3.3</b>	<b>27.5</b>	<b>35.4</b>	<b>12.6</b>	<b>10.1</b>	<b>6.1</b>	<b>1.4</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>3.0</b>	<b>18</b>	<b>76.4</b>	<b>12</b>	<b>1944</b>		
MUNSTER-OSNABRUCK																							
JERSEY	SMALL PLANET AIRLINES GERMANY	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27	0.0	0	0		
LUTON	EASYJET AIRLINE COMPANY 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		
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	1	0	1	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	76	0.0	0	0		
<b>TOTAL MUNSTER-OSNABRUCK</b>				<b>3</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>69</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
MURCIA SAN JAVIER																							
BIRMINGHAM	RYANAIR	S	A	17	0	1	11.1	55.6	5.6	16.7	5.6	0.0	0.0	0.0	0.0	0.0	5.6	7	88.9	6	18		
BIRMINGHAM	RYANAIR	S	D	17	0	1	0.0	11.1	66.7	5.6	5.6	5.6	0.0	0.0	0.0	0.0	5.6	11	88.9	7	18		
BOURNEMOUTH	RYANAIR	S	A	17	0	1	5.6	44.4	38.9	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.6	3	94.7	3	19		
BOURNEMOUTH	RYANAIR	S	D	17	0	0	0.0	70.6	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	19		

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

Origin/Destinations: M

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	A	31	0	0	0.0	48.4	32.3	6.5	6.5	6.5	0.0	0.0	0.0	0.0	0.0	10	67.7	11	31
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	6.5	77.4	9.7	0.0	6.5	0.0	0.0	0.0	0.0	0.0	13	64.5	13	31
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	31	0	0	0.0	32.3	45.2	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	11	77.4	10	31
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	31	0	0	0.0	12.9	80.6	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	87.1	8	31
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	55.6	14	9
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	66.7	8	9
	LEEDS BRADFORD	JET2.COM LTD	S	A	13	0	0	23.1	38.5	7.7	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	19	100.0	1	13
	LEEDS BRADFORD	JET2.COM LTD	S	D	13	0	0	0.0	30.8	46.2	0.0	7.7	15.4	0.0	0.0	0.0	0.0	0.0	19	84.6	5	13
	LEEDS BRADFORD	RYANAIR	S	A	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	9	66.7	33	9
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	23	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	55	0	1	8.9	33.9	28.6	12.5	8.9	3.6	0.0	1.8	0.0	0.0	1.8	16	58.9	18	56
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	1	0.0	14.3	48.2	17.9	16.1	1.8	0.0	0.0	0.0	0.0	1.8	15	64.3	19	56
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	22.2	44.4	0.0	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	20	87.5	7	8
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	0.0	55.6	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	24	50.0	17	8
	LUTON	RYANAIR	S	A	29	0	2	32.3	25.8	16.1	6.5	12.9	0.0	0.0	0.0	0.0	6.5	8	93.5	3	31	
	LUTON	RYANAIR	S	D	30	0	1	0.0	3.2	54.8	22.6	16.1	0.0	0.0	0.0	0.0	3.2	16	71.0	13	31	
	STANSTED	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	6	0.0	0	0	
	STANSTED	RYANAIR	S	A	36	0	2	2.6	28.9	21.1	23.7	13.2	2.6	2.6	0.0	0.0	5.3	21	80.0	7	40	
	STANSTED	RYANAIR	S	D	36	0	3	0.0	2.6	51.3	25.6	7.7	5.1	0.0	0.0	0.0	7.7	21	90.0	7	40	
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	27.8	44.4	11.1	11.1	5.6	0.0	0.0	0.0	0.0	0.0	5	94.4	4	18	
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	0.0	27.8	55.6	0.0	16.7	0.0	0.0	0.0	0.0	0.0	9	100.0	3	18	
	MANCHESTER	RYANAIR	S	A	26	0	0	0.0	15.4	46.2	23.1	11.5	3.8	0.0	0.0	0.0	0.0	15	84.6	7	26	
	MANCHESTER	RYANAIR	S	D	26	0	0	0.0	3.8	57.7	30.8	7.7	0.0	0.0	0.0	0.0	0.0	14	65.4	11	26	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	33.3	33.3	0.0	0.0	11.1	0.0	22.2	0.0	0.0	0.0	39	87.5	6	8	
	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	13	75.0	14	8	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	2	87.5	3	8	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	55.6	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	87.5	6	8	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>633</b>	<b>0</b>	<b>14</b>	<b>6.0</b>	<b>25.3</b>	<b>41.3</b>	<b>12.8</b>	<b>8.7</b>	<b>3.1</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>13</b>	<b>78.5</b>	<b>10</b>	<b>650</b>

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

		Origin/Destinations: M																	MAY 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
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	15	0	0	33.3	46.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	86.4	11	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	0	0	0.0	25.0	56.3	12.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	11	90.5	6	21
	HEATHROW	OMAN AIR	S	A	62	0	0	3.2	33.9	46.8	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	8	66.1	16	62
	HEATHROW	OMAN AIR	S	D	62	0	0	4.8	30.6	38.7	17.7	6.5	1.6	0.0	0.0	0.0	0.0	0.0	10	88.7	5	62
	MANCHESTER	OMAN AIR	S	A	31	0	0	22.6	51.6	16.1	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	45.2	21	31
	MANCHESTER	OMAN AIR	S	D	31	0	0	6.5	19.4	35.5	9.7	25.8	3.2	0.0	0.0	0.0	0.0	0.0	20	80.6	9	31
<b>TOTAL MUSCAT</b>					<b>217</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>33.6</b>	<b>37.3</b>	<b>10.6</b>	<b>7.8</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>10</b>	<b>75.5</b>	<b>11</b>	<b>229</b>
MYTILINI	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	27	4
	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	11	50.0	23	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	5	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	100.0	1	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0
	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	0	0.0	0	0
<b>TOTAL MYTILINI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>12.5</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>0.0</b>	<b>12</b>	<b>68.8</b>	<b>14</b>	<b>16</b>

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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							
NAIROBI																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	0.0	19.4	61.3	12.9	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	80.0	46	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	22.6	48.4	6.5	16.1	3.2	3.2	0.0	0.0	0.0	0.0	18	86.7	7	30	
	HEATHROW	KENYA AIRWAYS	S	A	31	0	0	9.7	16.1	45.2	6.5	9.7	9.7	3.2	0.0	0.0	0.0	0.0	22	77.4	8	31	
	HEATHROW	KENYA AIRWAYS	S	D	30	0	2	3.1	12.5	31.3	9.4	15.6	9.4	12.5	0.0	0.0	0.0	6.3	40	83.9	7	31	
	MANCHESTER	ETIHAD 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	15	0.0	0	0	
<b>TOTAL NAIROBI</b>					<b>124</b>	<b>0</b>	<b>2</b>	<b>3.2</b>	<b>17.5</b>	<b>46.8</b>	<b>8.7</b>	<b>11.1</b>	<b>6.3</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>22</b>	<b>82.0</b>	<b>17</b>	<b>122</b>	
NANTES																							
	BIRMINGHAM	FLYBE LTD	S	A	17	0	0	11.8	23.5	23.5	11.8	11.8	11.8	0.0	5.9	0.0	0.0	0.0	34	73.7	11	19	
	BIRMINGHAM	FLYBE LTD	S	D	17	0	0	0.0	11.8	58.8	0.0	11.8	11.8	0.0	5.9	0.0	0.0	0.0	29	84.2	6	19	
	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	83.3	4	6	
	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	83.3	7	6	
	EAST MIDLANDS INTERNATIONAL	DUCAIR	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	RYANAIR	S	A	8	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	GLASGOW	SIAVIA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	1	
	GLASGOW	SIAVIA	C	D	0	0	0	0.0	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	
	JERSEY	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	17	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	2	5.9	41.2	27.5	3.9	5.9	3.9	5.9	2.0	0.0	0.0	3.9	23	70.6	17	51	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	2	0.0	15.7	52.9	13.7	3.9	9.8	0.0	0.0	0.0	0.0	3.9	17	82.4	15	51	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	8	
	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	87.5	5	8	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	29.4	29.4	11.8	5.9	11.8	11.8	0.0	0.0	0.0	0.0	0.0	19	88.9	6	18	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	29.4	29.4	11.8	11.8	11.8	5.9	0.0	0.0	0.0	0.0	26	77.8	11	18	
	STANSTED	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	
	MANCHESTER	FLYBE LTD	S	A	14	0	0	0.0	14.3	35.7	21.4	7.1	14.3	7.1	0.0	0.0	0.0	0.0	35	38.5	21	13	
	MANCHESTER	FLYBE LTD	S	D	14	0	0	0.0	7.1	57.1	14.3	0.0	14.3	7.1	0.0	0.0	0.0	0.0	24	76.9	13	13	
	SOUTHAMPTON	FLYBE LTD	S	A	17	0	0	0.0	41.2	41.2	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	89.5	13	19	
	SOUTHAMPTON	FLYBE LTD	S	D	17	0	0	0.0	35.3	52.9	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	9	84.2	15	19	
<b>TOTAL NANTES</b>					<b>247</b>	<b>0</b>	<b>4</b>	<b>4.4</b>	<b>24.7</b>	<b>38.6</b>	<b>11.2</b>	<b>8.0</b>	<b>8.0</b>	<b>2.4</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>21</b>	<b>79.0</b>	<b>12</b>	<b>271</b>	
NAPLES																							
	BELFAST INTERNATIONAL	JET2.COM LTD	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	26	0.0	0	0	



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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	S	D	4	0	0	0.0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	BIRMINGHAM	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	100.0	0	5		
	BIRMINGHAM	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	80.0	5	5		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	8	0	0	0.0	12.5	25.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	24	37.5	36	8		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	8	0	0	0.0	25.0	37.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	14	62.5	27	8		
	BOURNEMOUTH	TUI AIRWAYS LTD	C	A	3	0	0	0.0	66.7	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	28	100.0	3	3		
	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	9	100.0	0	4		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	13	0	1	0.0	7.1	35.7	7.1	14.3	28.6	0.0	0.0	0.0	0.0	38	69.2	9	13		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	1	0.0	7.1	71.4	7.1	0.0	7.1	0.0	0.0	0.0	0.0	11	69.2	14	13		
	BRISTOL	TUI AIRWAYS LTD	C	A	5	0	0	20.0	40.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	31	42.9	16	7		
	BRISTOL	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	11	55.6	14	9		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	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	22	0.0	0	0		
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5		
	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	60.0	8	5		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	7.1	7.1	35.7	21.4	14.3	14.3	0.0	0.0	0.0	0.0	25	53.8	15	13		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	0.0	14.3	28.6	28.6	28.6	0.0	0.0	0.0	0.0	47	53.8	22	13		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	6	0	0	16.7	33.3	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	16	44.4	16	9		
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	13	77.8	13	9		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	14.3	21.4	28.6	14.3	14.3	0.0	0.0	0.0	0.0	27	88.9	14	9		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	21.4	57.1	0.0	7.1	14.3	0.0	0.0	0.0	0.0	20	88.9	4	9		
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	0.0	37.5	25.0	12.5	0.0	12.5	0.0	0.0	12.5	0.0	83	50.0	14	4		
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	25.0	62.5	0.0	0.0	0.0	0.0	0.0	12.5	0.0	66	25.0	23	4		
	GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	21	100.0	6	4		
	GLASGOW	TUI AIRWAYS LTD	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4		
	LEEDS BRADFORD	JET2.COM LTD	S	A	4	1	0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	20.0	0.0	20.0	67	100.0	5	4		

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
LEEDS BRADFORD	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	0.0	0.0	10	75.0	8	4
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	88.9	3	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	0.0	0	88.9	3	9	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	11.1	44.4	11.1	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	20	84.6	8	13	
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0.0	66.7	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	92.3	5	13	
GATWICK	BRITISH AIRWAYS PLC	S A	79	0	2	8.6	37.0	16.0	17.3	4.9	11.1	2.5	0.0	0.0	0.0	0.0	2.5	22	82.3	9	77	
GATWICK	BRITISH AIRWAYS PLC	S D	79	0	2	0.0	33.3	45.7	7.4	4.9	2.5	3.7	0.0	0.0	0.0	0.0	2.5	14	84.8	10	77	
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	61	0	1	4.8	32.3	21.0	8.1	14.5	12.9	4.8	0.0	0.0	0.0	0.0	1.6	26	71.0	21	62	
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	61	0	1	0.0	32.3	38.7	6.5	9.7	9.7	1.6	0.0	0.0	0.0	0.0	1.6	19	58.1	19	62	
GATWICK	MERIDIANA 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	87.5	4	8	
GATWICK	MERIDIANA AIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	87.5	6	8	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C A	8	0	0	0.0	37.5	12.5	12.5	12.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	48	25.0	16	4	
GATWICK	NORWEGIAN AIR INTERNATIONAL	C D	9	0	0	0.0	33.3	11.1	11.1	11.1	33.3	0.0	0.0	0.0	0.0	0.0	0.0	40	75.0	6	4	
GATWICK	THOMAS COOK AIRLINES LTD	S A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	13	3	
GATWICK	THOMAS COOK AIRLINES LTD	S D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	3	
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	20.0	50	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	0.0	0	50.0	17	6	
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	0.0	0	100.0	0	1	
LUTON	EASYJET AIRLINE COMPANY LTD	S A	38	0	1	5.1	17.9	33.3	15.4	17.9	7.7	0.0	0.0	0.0	0.0	0.0	2.6	20	72.4	13	29	
LUTON	EASYJET AIRLINE COMPANY LTD	S D	38	0	1	0.0	15.4	53.8	10.3	7.7	7.7	0.0	0.0	2.6	0.0	0.0	2.6	24	86.2	6	29	
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	66.7	14	9	
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	88.9	8	9	
LUTON	TUI AIRWAYS LTD	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	8	4	
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	26	100.0	0	5	
STANSTED	EASYJET AIRLINE COMPANY LTD	S A	59	0	1	3.3	23.3	23.3	18.3	8.3	8.3	8.3	5.0	0.0	0.0	0.0	1.7	40	70.7	15	58	
STANSTED	EASYJET AIRLINE COMPANY LTD	S D	60	0	1	0.0	19.7	42.6	18.0	8.2	6.6	1.6	1.6	0.0	0.0	0.0	1.6	23	82.8	11	58	
STANSTED	JET2.COM LTD	S A	10	0	0	0.0	0.0	0.0	40.0	10.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	81	0.0	0	0	
STANSTED	JET2.COM LTD	S D	10	0	0	0.0	20.0	40.0	10.0	0.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	41	0.0	0	0	

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	A	30	0	1	3.2	9.7	25.8	19.4	29.0	6.5	0.0	3.2	0.0	0.0	3.2	34	0.0	0	0	
	STANSTED	RYANAIR	S	D	30	0	1	0.0	0.0	67.7	22.6	3.2	0.0	0.0	3.2	0.0	0.0	3.2	19	0.0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	11	0	0	36.4	18.2	36.4	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	11	88.9	8	9	
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	0.0	10.0	80.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10	100.0	3	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	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	71.4	17	14	
	MANCHESTER	RYANAIR	S	A	13	0	1	7.1	42.9	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	2	100.0	2	13	
	MANCHESTER	RYANAIR	S	D	13	0	1	0.0	7.1	50.0	14.3	7.1	0.0	0.0	14.3	0.0	0.0	7.1	42	84.6	8	13	
	MANCHESTER	THOMAS COOK AIRLINES 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	18	77.8	21	9	
	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	6	88.9	12	9	
	MANCHESTER	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	33.3	11.1	44.4	0.0	0.0	0.0	11.1	0.0	0.0	103	81.8	6	11	
	MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	90.9	7	11	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	6	0	0	0.0	33.3	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	15	85.7	6	7	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	8	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	26	100.0	7	9	
<b>TOTAL NAPLES</b>					<b>885</b>	<b>1</b>	<b>16</b>	<b>2.9</b>	<b>24.6</b>	<b>35.5</b>	<b>13.5</b>	<b>9.1</b>	<b>8.8</b>	<b>2.0</b>	<b>1.3</b>	<b>0.4</b>	<b>0.1</b>	<b>1.8</b>	<b>25</b>	<b>76.4</b>	<b>12</b>	<b>864</b>	
NASHVILLE METROPOLITAN																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	20	0	0	0.0	45.0	30.0	20.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	0.0	45.0	50.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0	
<b>TOTAL NASHVILLE METROPOLITAN</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>45.0</b>	<b>40.0</b>	<b>12.5</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>0.0</b>	<b>6</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
NEW ORLEANS																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	4.5	31.8	31.8	9.1	4.5	18.2	0.0	0.0	0.0	0.0	0.0	19	18.8	39	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	18.2	45.5	18.2	4.5	9.1	4.5	0.0	0.0	0.0	0.0	22	76.5	10	17	
<b>TOTAL NEW ORLEANS</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>25.0</b>	<b>38.6</b>	<b>13.6</b>	<b>4.5</b>	<b>13.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>48.5</b>	<b>24</b>	<b>33</b>	
NEW YORK (JF KENNEDY)																							
	EDINBURGH	AMERICAN AIRLINES	S	A	31	0	0	45.2	9.7	16.1	3.2	12.9	9.7	0.0	3.2	0.0	0.0	0.0	23	87.1	8	31	
	EDINBURGH	AMERICAN AIRLINES	S	D	29	0	2	6.5	51.6	22.6	0.0	3.2	6.5	3.2	0.0	0.0	0.0	6.5	13	100.0	1	31	
	EDINBURGH	DELTA AIRLINES	S	A	24	0	0	70.8	8.3	8.3	0.0	8.3	4.2	0.0	0.0	0.0	0.0	0.0	7	41.7	46	24	
	EDINBURGH	DELTA AIRLINES	S	D	24	0	0	0.0	70.8	8.3	4.2	8.3	4.2	4.2	0.0	0.0	0.0	0.0	14	41.7	59	24	
	GLASGOW	DELTA AIRLINES	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	1	50.0	35	6	
	GLASGOW	DELTA AIRLINES	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	66.7	28	6	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	2	25.0	21.9	21.9	15.6	0.0	3.1	6.3	0.0	0.0	0.0	6.3	17	67.7	10	30	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													MAY 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	BRITISH AIRWAYS PLC	S	D	29	0	2	0.0	45.2	29.0	9.7	3.2	6.5	0.0	0.0	0.0	0.0	6.5	10	87.1	10	30			
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	71.0	18	31			
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	77.4	21	31			
GATWICK	NORWEGIAN AIR UK LTD	S	A	55	0	2	31.6	28.1	10.5	10.5	8.8	1.8	1.8	0.0	3.5	0.0	3.5	27	0.0	0	0			
GATWICK	NORWEGIAN AIR UK LTD	S	D	55	0	1	0.0	26.8	42.9	7.1	10.7	5.4	1.8	1.8	1.8	0.0	1.8	28	0.0	0	0			
HEATHROW	AMERICAN AIRLINES	S	A	124	0	0	54.0	27.4	8.9	4.0	0.8	4.0	0.0	0.8	0.0	0.0	0.0	6	73.2	18	123			
HEATHROW	AMERICAN AIRLINES	S	D	124	0	0	2.4	66.9	22.6	3.2	2.4	2.4	0.0	0.0	0.0	0.0	0.0	5	91.9	7	123			
HEATHROW	BRITISH AIRWAYS PLC	S	A	245	0	3	37.1	29.0	17.3	7.7	4.0	2.4	0.4	0.8	0.0	0.0	1.2	9	67.8	14	233			
HEATHROW	BRITISH AIRWAYS PLC	S	D	245	0	3	0.0	18.5	49.6	16.9	7.3	4.0	2.4	0.0	0.0	0.0	1.2	17	82.7	10	231			
HEATHROW	DELTA AIRLINES	S	A	62	0	0	27.4	22.6	11.3	21.0	9.7	8.1	0.0	0.0	0.0	0.0	0.0	15	55.4	26	92			
HEATHROW	DELTA AIRLINES	S	D	62	0	0	0.0	67.7	24.2	4.8	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	85.7	12	91			
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	183	0	3	40.9	31.2	17.2	2.2	5.9	0.5	0.5	0.0	0.0	0.0	1.6	5	68.1	17	138			
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	183	0	3	0.0	58.1	32.3	1.6	5.9	0.0	0.5	0.0	0.0	0.0	1.6	5	87.6	7	137			
LONDON CITY	BRITISH AIRWAYS PLC	S	A	24	0	0	16.7	66.7	8.3	4.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4	72.0	12	25			
LONDON CITY	BRITISH AIRWAYS PLC	S	D	24	0	1	0.0	80.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2	96.2	4	26			
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	45.2	55	29			
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	61.3	29	30			
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	56.0	18	25			
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	84.0	8	25			
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	0.0	0	100.0	10	1			
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	33.3	27	6			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	26	0	1	11.1	33.3	37.0	11.1	0.0	3.7	0.0	0.0	0.0	0.0	3.7	8	57.1	22	28			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	26	0	1	0.0	11.1	59.3	3.7	14.8	7.4	0.0	0.0	0.0	0.0	3.7	16	75.9	18	29			
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	25.8	25.8	19.4	9.7	19.4	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	11	6			
MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	71.0	22.6	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	7			
<b>TOTAL NEW YORK (JF KENNEDY)</b>				<b>1681</b>	<b>0</b>	<b>24</b>	<b>19.5</b>	<b>37.1</b>	<b>25.1</b>	<b>7.2</b>	<b>5.5</b>	<b>2.9</b>	<b>0.9</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>74.8</b>	<b>15</b>	<b>1649</b>			

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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							
NEW YORK (NEWARK)																							
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	A	11	0	0	0.0	18.2	27.3	18.2	27.3	0.0	0.0	9.1	0.0	0.0	0.0	49	0.0	0	0	
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S	D	12	0	0	0.0	8.3	75.0	0.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	34	0.0	0	0	
	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	64.5	19	31	
	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	77.4	8	31	
	EDINBURGH	UNITED AIRLINES	S	A	31	0	0	38.7	22.6	16.1	12.9	6.5	3.2	0.0	0.0	0.0	0.0	0.0	9	61.4	30	57	
	EDINBURGH	UNITED AIRLINES	S	D	31	0	0	12.9	71.0	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	0.0	4	77.2	16	56	
	GLASGOW	UNITED AIRLINES	S	A	27	0	0	33.3	33.3	11.1	7.4	0.0	7.4	3.7	3.7	0.0	0.0	0.0	23	46.2	22	26	
	GLASGOW	UNITED AIRLINES	S	D	27	0	0	14.8	63.0	7.4	0.0	0.0	3.7	3.7	7.4	0.0	0.0	0.0	27	73.1	12	26	
	GLASGOW	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	80.0	12	5	
	GLASGOW	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	80.0	11	5	
	HEATHROW	AIR INDIA	S	A	14	0	0	50.0	14.3	28.6	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	13	13	
	HEATHROW	AIR INDIA	S	D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	42.9	34	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	8.1	38.7	17.7	14.5	12.9	3.2	3.2	1.6	0.0	0.0	0.0	20	60.0	20	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	29.0	51.6	11.3	4.8	1.6	1.6	0.0	0.0	0.0	0.0	11	85.0	9	60	
	HEATHROW	UNITED AIRLINES	S	A	155	0	0	25.8	25.2	20.0	7.7	9.0	7.7	3.2	1.3	0.0	0.0	0.0	21	67.2	24	186	
	HEATHROW	UNITED AIRLINES	S	D	152	0	3	0.0	63.2	23.2	3.2	4.5	3.9	0.0	0.0	0.0	0.0	1.9	7	94.6	5	185	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	58.1	16.1	22.6	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	6	71.0	11	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	45.2	35.5	3.2	12.9	3.2	0.0	0.0	0.0	0.0	0.0	12	87.1	7	31	
	STANSTED	PRIMERA AIR SCANDINAVIA	S	A	23	0	1	12.5	29.2	12.5	16.7	16.7	8.3	0.0	0.0	0.0	0.0	4.2	20	0.0	0	0	
	STANSTED	PRIMERA AIR SCANDINAVIA	S	D	23	0	0	0.0	17.4	56.5	17.4	4.3	0.0	4.3	0.0	0.0	0.0	0.0	15	0.0	0	0	
	MANCHESTER	UNITED AIRLINES	S	A	31	0	0	38.7	32.3	19.4	3.2	3.2	3.2	0.0	0.0	0.0	0.0	0.0	8	61.3	20	31	
	MANCHESTER	UNITED AIRLINES	S	D	31	0	0	12.9	74.2	9.7	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3	87.1	9	31	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>767</b>	<b>0</b>	<b>4</b>	<b>15.3</b>	<b>39.8</b>	<b>24.6</b>	<b>6.9</b>	<b>6.2</b>	<b>4.0</b>	<b>1.6</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>75.0</b>	<b>15</b>	<b>879</b>	
NEWBURGH/USA																							
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	66.7	11.1	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	BELFAST INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	18	0	0	44.4	16.7	16.7	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0	
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	17	0	0	0.0	41.2	41.2	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
<b>TOTAL NEWBURGH/USA</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>26.4</b>	<b>24.5</b>	<b>28.3</b>	<b>11.3</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>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
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	86.4	7	44
	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	81.4	8	43
	ABERDEEN	FLYBE LTD	S	A	39	0	5	6.8	34.1	22.7	11.4	6.8	2.3	4.5	0.0	0.0	0.0	11.4	17	0.0	0	0
	ABERDEEN	FLYBE LTD	S	D	42	0	7	0.0	18.4	44.9	10.2	4.1	6.1	2.0	0.0	0.0	0.0	14.3	16	0.0	0	0
	BELFAST CITY (GEORGE BEST)	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	12	15	
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	28	0	0	0.0	46.4	25.0	10.7	3.6	7.1	3.6	3.6	0.0	0.0	0.0	24	0.0	0	0
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	27	0	1	28.6	35.7	14.3	10.7	0.0	7.1	0.0	0.0	0.0	0.0	3.6	10	0.0	0	0
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	0.0	44.6	27.7	10.8	9.6	4.8	2.4	0.0	0.0	0.0	0.0	15	73.6	24	87
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	0.0	10.8	53.0	14.5	10.8	8.4	2.4	0.0	0.0	0.0	0.0	20	71.3	26	87
	BIRMINGHAM	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	7	0.0	0	0
	BIRMINGHAM	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	35	0.0	0	0
	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	43	0.0	0	0
	BRISTOL	BMI REGIONAL	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	8.6	39.7	24.1	6.9	15.5	1.7	3.4	0.0	0.0	0.0	0.0	16	66.7	21	48
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	0.0	29.3	43.1	10.3	12.1	1.7	3.4	0.0	0.0	0.0	0.0	18	62.5	21	48
	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	4	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	100.0	10	1
	CARDIFF WALES	EASTERN AIRWAYS	S	A	39	0	1	2.5	30.0	40.0	7.5	12.5	0.0	2.5	2.5	0.0	0.0	2.5	19	81.0	8	42
	CARDIFF WALES	EASTERN AIRWAYS	S	D	22	0	0	0.0	50.0	27.3	4.5	4.5	4.5	4.5	4.5	0.0	0.0	0.0	25	90.0	4	20
	EXETER	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
	EXETER	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
	EXETER	FLYBE LTD	S	A	31	0	0	3.2	51.6	25.8	9.7	3.2	3.2	0.0	3.2	0.0	0.0	0.0	15	67.7	15	31
	EXETER	FLYBE LTD	S	D	31	0	0	0.0	51.6	29.0	6.5	3.2	6.5	0.0	3.2	0.0	0.0	0.0	16	80.6	11	31
	ISLE OF MAN	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	13	0.0	0	0
	ISLE OF MAN	FLYBE 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
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	18.8	43.8	12.5	6.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	14	84.6	7	13
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	18.8	37.5	18.8	6.3	6.3	12.5	0.0	0.0	0.0	0.0	0.0	15	84.6	17	13
	GATWICK	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

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE											MAY 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)
HEATHROW	BRITISH AIRWAYS PLC	S	A	168	0	3	18.7	58.5	12.9	4.7	1.8	1.8	0.0	0.0	0.0	0.0	1.8	4	93.0	7	157	
HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	3	0.0	53.2	28.7	8.8	4.1	2.9	0.0	0.6	0.0	0.0	1.8	9	84.7	7	157	
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	66.7	11	3	
LUTON	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	100.0	8	3	
MANCHESTER	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	20	0.0	0	0	
SOUTHAMPTON	FLYBE LTD	S	A	80	0	1	4.9	49.4	25.9	3.7	11.1	1.2	2.5	0.0	0.0	0.0	1.2	11	90.7	5	107	
SOUTHAMPTON	FLYBE LTD	S	D	80	0	1	0.0	34.6	45.7	7.4	7.4	1.2	2.5	0.0	0.0	0.0	1.2	12	91.6	4	107	
<b>TOTAL NEWCASTLE</b>				<b>1084</b>	<b>0</b>	<b>22</b>	<b>5.5</b>	<b>42.0</b>	<b>29.6</b>	<b>8.3</b>	<b>7.0</b>	<b>3.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>13</b>	<b>82.4</b>	<b>11</b>	<b>1058</b>	
NEWQUAY																						
ABERDEEN	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	100.0	0	1	
ABERDEEN	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	100.0	0	1	
BELFAST CITY (GEORGE BEST)	FLYBE 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	60.0	24	5	
BELFAST CITY (GEORGE BEST)	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	2	75.0	12	4	
BIRMINGHAM	FLYBE LTD	S	A	23	0	0	0.0	34.8	34.8	4.3	17.4	4.3	4.3	0.0	0.0	0.0	0.0	18	85.7	13	35	
BIRMINGHAM	FLYBE LTD	S	D	23	0	0	0.0	17.4	56.5	8.7	8.7	8.7	0.0	0.0	0.0	0.0	0.0	16	74.3	17	35	
DONCASTER SHEFFIELD	FLYBE 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	66.7	48	3	
DONCASTER SHEFFIELD	FLYBE 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	66.7	54	3	
EDINBURGH	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	50.0	28	2	
EDINBURGH	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	5	50.0	23	2	
GLASGOW	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	20	1	
GLASGOW	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	23	100.0	10	1	
JERSEY	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	0.0	55	1	
LEEDS BRADFORD	FLYBE LTD	S	A	13	0	1	0.0	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	3	100.0	1	22	
LEEDS BRADFORD	FLYBE LTD	S	D	13	0	1	0.0	28.6	50.0	7.1	7.1	0.0	0.0	0.0	0.0	0.0	7.1	4	95.5	2	22	
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	23	100.0	0	1	
LIVERPOOL (JOHN LENNON)	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	0.0	50	1	
GATWICK	FLYBE LTD	S	A	82	0	0	4.9	45.1	28.0	6.1	6.1	7.3	2.4	0.0	0.0	0.0	0.0	16	89.0	5	82	
GATWICK	FLYBE LTD	S	D	82	0	0	0.0	20.7	53.7	7.3	9.8	6.1	1.2	1.2	0.0	0.0	0.0	19	69.5	13	82	
STANSTED	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	4	77.4	18	31	
STANSTED	FLYBE LTD	S	D	3	0	0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	16	67.7	20	31	
MANCHESTER	FLYBE LTD	S	A	58	0	0	0.0	15.5	48.3	20.7	12.1	3.4	0.0	0.0	0.0	0.0	0.0	15	80.6	13	62	

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	FLYBE LTD	S	D	58	0	0	0.0	1.7	62.1	29.3	1.7	3.4	1.7	0.0	0.0	0.0	0.0	18	75.8	13	62	
	NEWCASTLE	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	3	100.0	0	1		
	NEWCASTLE	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	13	100.0	4	1		
<b>TOTAL NEWQUAY</b>					<b>382</b>	<b>0</b>	<b>2</b>	<b>1.0</b>	<b>26.0</b>	<b>46.4</b>	<b>12.2</b>	<b>7.6</b>	<b>4.7</b>	<b>1.3</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>15</b>	<b>78.7</b>	<b>12</b>	<b>492</b>	
NICE																							
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	7.7	53.8	0.0	15.4	15.4	7.7	0.0	0.0	0.0	0.0	16	90.0	3	10		
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	30.8	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	7	90.0	4	10		
	BIRMINGHAM	AIR X CHARTER	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BIRMINGHAM	FLYBE 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	188	1		
	BIRMINGHAM	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	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	88.9	8	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	66.7	14	9		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	38	0	1	5.1	23.1	10.3	23.1	20.5	12.8	2.6	0.0	0.0	2.6	30	78.9	48	38		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	38	0	1	0.0	33.3	30.8	12.8	12.8	7.7	0.0	0.0	0.0	2.6	17	81.6	12	38		
	EAST MIDLANDS INTERNATIONAL	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	100.0	0	1		
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	14.3	23.8	23.8	23.8	9.5	4.8	0.0	0.0	0.0	0.0	16	73.3	20	30		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	0.0	47.6	47.6	0.0	4.8	0.0	0.0	0.0	0.0	0.0	6	70.0	18	30		
	GLASGOW	BA CITYFLYER 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	213	100.0	10	1		
	GLASGOW	BA CITYFLYER 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	7	0.0	16	1		
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	11.1	22.2	44.4	0.0	11.1	0.0	0.0	11.1	0.0	0.0	37	80.0	8	10		
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	0.0	11.1	0.0	0.0	11.1	0.0	0.0	35	90.0	7	10		
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	9.7	29.0	19.4	16.1	19.4	3.2	0.0	0.0	0.0	3.2	17	74.3	13	35		
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	54.8	29.0	12.9	0.0	0.0	0.0	0.0	0.0	3.2	5	82.9	13	35		
	GATWICK	BRITISH AIRWAYS PLC	S	A	64	0	2	30.3	31.8	12.1	4.5	9.1	4.5	4.5	0.0	0.0	3.0	16	81.7	7	70		
	GATWICK	BRITISH AIRWAYS PLC	S	D	64	0	2	0.0	28.8	51.5	9.1	3.0	4.5	0.0	0.0	0.0	3.0	11	81.4	9	69		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	159	0	5	14.0	22.6	20.7	9.1	13.4	12.2	2.4	2.4	0.0	0.0	31	71.4	19	161		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	159	0	5	0.0	23.8	41.5	11.6	12.8	4.9	1.8	0.0	0.6	0.0	21	72.8	16	161		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: N		PERCENTAGE OF FLIGHTS LATE													MAY 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
GATWICK	LUXAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	38	1				
GATWICK	LUXAIR	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	16	1				
GATWICK	NEOS SPA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1				
GATWICK	NEOS SPA	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	19	1				
GATWICK	SUN EXPRESS DEUTSCHLAND	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1				
GATWICK	THOMAS COOK SCANDANAVIA	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	21	0.0	0	0				
HEATHROW	BRITISH AIRWAYS PLC	S	A	199	0	2	9.0	36.8	24.9	9.5	6.0	9.5	3.0	0.5	0.0	0.0	1.0	19	91.8	5	208				
HEATHROW	BRITISH AIRWAYS PLC	S	D	199	0	2	0.0	32.3	45.3	11.9	4.5	3.5	0.5	1.0	0.0	0.0	1.0	13	81.8	12	209				
LONDON CITY	BA CITYFLYER LTD	S	A	31	0	0	6.5	25.8	19.4	12.9	19.4	9.7	3.2	3.2	0.0	0.0	0.0	32	87.5	8	32				
LONDON CITY	BA CITYFLYER LTD	S	D	32	0	0	0.0	21.9	28.1	25.0	9.4	12.5	3.1	0.0	0.0	0.0	0.0	27	68.8	11	32				
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	38	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	23	2				
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	70	0	2	4.2	20.8	20.8	20.8	13.9	9.7	6.9	0.0	0.0	0.0	2.8	32	67.6	19	71				
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	70	0	2	0.0	8.3	48.6	22.2	9.7	5.6	2.8	0.0	0.0	0.0	2.8	21	70.8	18	72				
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	SAXONAIR CHARTER LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1				
LUTON	SMARTWINGS	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	45	0.0	0	0				
LUTON	SMARTWINGS	C	D	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0				
LUTON	TRANSAVIA FRANCE	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				
LUTON	TRANSAVIA FRANCE	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				
LUTON	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	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	50.0	14	4				
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	75.0	12	4				
STANSTED	BA CITYFLYER 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	75.0	53	4				
STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	59	4				
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	3.2	35.5	16.1	9.7	16.1	12.9	3.2	0.0	0.0	0.0	3.2	26	72.0	28	25				
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	38.7	38.7	9.7	6.5	6.5	0.0	0.0	0.0	0.0	0.0	14	76.0	27	25				
STANSTED	JET2.COM LTD	S	A	15	0	1	0.0	6.3	25.0	12.5	31.3	12.5	0.0	0.0	6.3	0.0	6.3	65	0.0	0	0				
STANSTED	JET2.COM LTD	S	D	15	0	1	0.0	12.5	56.3	12.5	0.0	6.3	0.0	0.0	6.3	0.0	6.3	43	0.0	0	0				

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		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
STANSTED	RYANAIR	S	A	26	0	4	0.0	3.3	6.7	16.7	23.3	20.0	13.3	3.3	0.0	0.0	13.3	62	0.0	0	0					
STANSTED	RYANAIR	S	D	27	0	4	0.0	0.0	22.6	19.4	29.0	12.9	3.2	0.0	0.0	0.0	12.9	43	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	74	1					
STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	1					
MANCHESTER	ATLANTIC 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	12	0.0	0	0					
MANCHESTER	BRITISH AIRWAYS PLC	S	A	3	0	0	33.3	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	28	50.0	0	1					
MANCHESTER	BRITISH AIRWAYS PLC	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	31	0.0	25	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	66.7	8	3					
MANCHESTER	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	58	1					
MANCHESTER	EUROPE AIRPOST	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	JET2.COM LTD	S	A	20	0	0	10.0	45.0	10.0	0.0	5.0	30.0	0.0	0.0	0.0	0.0	0.0	27	77.3	15	22					
MANCHESTER	JET2.COM LTD	S	D	20	0	0	0.0	15.0	55.0	15.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	15	90.9	5	22					
MANCHESTER	LUXAIR	C	D	0	0	0	0.0	0.0	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	A	12	0	1	0.0	30.8	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	7.7	12	66.7	63	15					
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	12	0	1	0.0	15.4	53.8	15.4	7.7	0.0	0.0	0.0	0.0	0.0	7.7	9	73.3	8	15					
SOUTHEND	BA CITYFLYER LTD	S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0					
<b>TOTAL NICE NIEDERRHEIN</b>				<b>1508</b>	<b>0</b>	<b>39</b>	<b>5.2</b>	<b>27.0</b>	<b>31.5</b>	<b>12.4</b>	<b>10.7</b>	<b>7.5</b>	<b>2.1</b>	<b>0.8</b>	<b>0.2</b>	<b>0.0</b>	<b>2.5</b>	<b>22</b>	<b>78.0</b>	<b>15</b>	<b>1514</b>					
EDINBURGH	RYANAIR	S	A	14	0	0	35.7	14.3	14.3	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	17	100.0	1	13					
EDINBURGH	RYANAIR	S	D	14	0	0	0.0	28.6	21.4	7.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	27	76.9	9	13					
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	75.0	15	8					
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	75.0	7	8					
STANSTED	RYANAIR	S	A	17	0	0	0.0	17.6	29.4	17.6	17.6	17.6	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0					
STANSTED	RYANAIR	S	D	17	0	0	0.0	0.0	47.1	35.3	11.8	0.0	0.0	5.9	0.0	0.0	0.0	33	0.0	0	0					
<b>TOTAL NIEDERRHEIN</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>14.5</b>	<b>29.0</b>	<b>19.4</b>	<b>17.7</b>	<b>9.7</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>83.3</b>	<b>7</b>	<b>42</b>					
NIMES	LUTON	RYANAIR	S	A	13	0	1	0.0	21.4	35.7	21.4	14.3	0.0	0.0	0.0	0.0	7.1	14	84.6	5	13					
LUTON	RYANAIR	S	D	13	0	1	0.0	21.4	50.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	7.1	9	92.3	4	13					
STANSTED	RYANAIR	S	A	17	0	0	0.0	11.8	23.5	35.3	23.5	0.0	0.0	0.0	5.9	0.0	0.0	44	77.8	6	18					
STANSTED	RYANAIR	S	D	17	0	0	0.0	0.0	58.8	23.5	11.8	0.0	0.0	5.9	0.0	0.0	0.0	31	83.3	8	18					
<b>TOTAL NIMES</b>				<b>60</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>12.9</b>	<b>41.9</b>	<b>25.8</b>	<b>12.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1.6</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>26</b>	<b>82.5</b>	<b>6</b>	<b>62</b>					

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

		Origin/Destinations: N																	MAY 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
NORTHOLT	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 NORTHOLT</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
NORWICH	ABERDEEN	BMI REGIONAL	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	87.0	7	54
	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	0.0	0	85.2	8	54
	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	84.1	15	63
	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	79.7	15	64
	ABERDEEN	FLYBE LTD	S	A	70	0	2	22.2	45.8	9.7	2.8	2.8	12.5	1.4	0.0	0.0	0.0	2.8	15	0.0	0	0
	ABERDEEN	FLYBE LTD	S	D	71	0	2	0.0	38.4	38.4	2.7	4.1	12.3	1.4	0.0	0.0	0.0	2.7	16	0.0	0	0
	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	0.0	0	100.0	0	3
	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	100.0	0	3
	EDINBURGH	LOGANAIR LTD	S	A	73	0	1	28.4	48.6	17.6	0.0	1.4	0.0	1.4	1.4	0.0	0.0	1.4	6	80.6	22	64
	EDINBURGH	LOGANAIR LTD	S	D	74	0	0	2.7	58.1	32.4	2.7	0.0	2.7	0.0	1.4	0.0	0.0	0.0	8	80.6	19	64
	EXETER	FLYBE LTD	S	A	18	0	0	0.0	22.2	55.6	11.1	0.0	5.6	5.6	0.0	0.0	0.0	0.0	17	44.4	26	18
	EXETER	FLYBE LTD	S	D	18	0	0	0.0	27.8	55.6	0.0	5.6	5.6	0.0	5.6	0.0	0.0	0.0	22	61.1	22	18
	ISLE OF MAN	LOGANAIR LTD	S	A	2	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	ISLE OF MAN	LOGANAIR LTD	S	D	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0
	JERSEY	FLYBE LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	22	4
	JERSEY	FLYBE LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	15	25.0	39	4
	JERSEY	LOGANAIR LTD	S	A	14	0	0	7.1	50.0	35.7	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	4	12
	JERSEY	LOGANAIR LTD	S	D	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	7	78.6	6	13
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	1
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	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	0.0	0	92.1	11	62
	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	88.9	9	62
	MANCHESTER	LOGANAIR LTD	S	A	70	0	1	23.9	62.0	8.5	0.0	0.0	2.8	1.4	0.0	0.0	0.0	1.4	5	0.0	0	0
	MANCHESTER	LOGANAIR LTD	S	D	70	0	1	0.0	36.6	56.3	1.4	0.0	2.8	1.4	0.0	0.0	0.0	1.4	6	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	0.0	12	0.0	17	1
	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	0.0	31	2
<b>TOTAL NORWICH</b>					<b>506</b>	<b>0</b>	<b>7</b>	<b>11.5</b>	<b>46.4</b>	<b>30.0</b>	<b>1.8</b>	<b>2.1</b>	<b>5.1</b>	<b>1.2</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>10</b>	<b>81.1</b>	<b>14</b>	<b>567</b>
NUREMBERG	BIRMINGHAM	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	47.6	22	19

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

Origin/Destinations: N

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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			
	BIRMINGHAM	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	52.4	22	19			
	BIRMINGHAM	RYANAIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	100	1			
	EAST MIDLANDS INTERNATIONAL	FAI FLIGHT-AMBULANCE SERVICE	S	A	0	0	0	0.0	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			
	STANSTED	RYANAIR	S	A	51	0	2	1.9	43.4	18.9	9.4	17.0	3.8	0.0	1.9	0.0	0.0	3.8	20	90.7	5	54			
	STANSTED	RYANAIR	S	D	52	0	2	0.0	5.6	31.5	25.9	24.1	7.4	1.9	0.0	0.0	0.0	3.7	29	83.3	10	54			
	MANCHESTER	RYANAIR	S	A	21	0	0	4.8	57.1	19.0	0.0	4.8	14.3	0.0	0.0	0.0	0.0	0.0	13	96.8	1	31			
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	14.3	57.1	4.8	9.5	14.3	0.0	0.0	0.0	0.0	0.0	24	87.1	9	31			
<b>TOTAL NUREMBERG</b>					<b>145</b>	<b>0</b>	<b>4</b>	<b>1.3</b>	<b>27.5</b>	<b>28.9</b>	<b>13.4</b>	<b>16.8</b>	<b>8.1</b>	<b>0.7</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>2.7</b>	<b>23</b>	<b>80.4</b>	<b>10</b>	<b>210</b>			

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

		Origin/Destinations: O																	MAY 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	
OAKLAND																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	15.4	30.8	38.5	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	9	41.2	50	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	23.1	46.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	12	58.8	36	17	
	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	47.8	34	23	
	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	68.2	13	22	
	GATWICK	NORWEGIAN AIR UK LTD	S	A	27	0	0	29.6	14.8	11.1	18.5	18.5	3.7	3.7	0.0	0.0	0.0	0.0	21	0.0	0	0	
	GATWICK	NORWEGIAN AIR UK LTD	S	D	27	0	0	0.0	33.3	59.3	0.0	0.0	3.7	0.0	3.7	0.0	0.0	0.0	16	0.0	0	0	
<b>TOTAL OAKLAND</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>12.5</b>	<b>25.0</b>	<b>37.5</b>	<b>10.0</b>	<b>10.0</b>	<b>2.5</b>	<b>1.3</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>54.4</b>	<b>32</b>	<b>79</b>	
OHRID																							
	LUTON	WIZZ AIR	S	A	9	0	0	22.2	22.2	22.2	0.0	11.1	0.0	11.1	11.1	0.0	0.0	0.0	50	66.7	11	9	
	LUTON	WIZZ AIR	S	D	9	0	0	0.0	0.0	22.2	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	58	33.3	25	9	
<b>TOTAL OHRID</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11.1</b>	<b>11.1</b>	<b>22.2</b>	<b>16.7</b>	<b>16.7</b>	<b>5.6</b>	<b>5.6</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>50.0</b>	<b>18</b>	<b>18</b>	
OLBIA																							
	BRISTOL	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	52	0.0	0	0	
	BRISTOL	BMI REGIONAL	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	28	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	0.0	10.0	10.0	20.0	20.0	10.0	0.0	10.0	10.0	0.0	10.0	90	100.0	6	6	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	9	0	1	0.0	0.0	40.0	20.0	10.0	0.0	10.0	10.0	0.0	0.0	10.0	60	66.7	10	6	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	20	0	1	0.0	19.0	14.3	14.3	28.6	9.5	4.8	4.8	0.0	0.0	4.8	45	71.4	21	21	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	20	0	1	0.0	4.8	52.4	23.8	4.8	4.8	0.0	4.8	0.0	0.0	4.8	26	72.7	14	21	
	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	
	GATWICK	MERIDIANA 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	31	1	
	GATWICK	MERIDIANA AIR	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	83.3	14	12	
	GATWICK	MERIDIANA 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	0.0	6	83.3	7	12	
	GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0	
	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	27	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	104	25.0	329	4	
	HEATHROW	BRITISH AIRWAYS PLC	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	4	60.0	45	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	7.7	30.8	15.4	15.4	15.4	7.7	0.0	7.7	0.0	0.0	0.0	31	86.7	9	15	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0.0	46.2	38.5	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	10	86.7	11	15	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	0.0	0.0	11.1	11.1	22.2	22.2	22.2	0.0	0.0	0.0	11.1	70	88.9	13	9	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	0.0	22.2	11.1	22.2	33.3	0.0	0.0	0.0	0.0	11.1	46	77.8	17	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	28.6	21.4	7.1	28.6	7.1	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	21.4	28.6	21.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
	MANCHESTER	FLYBE 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	105	0.0	0	0
	MANCHESTER	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	42	33.3	44	3
	MANCHESTER	TUI AIRWAYS LTD	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	10	50.0	28	4
<b>TOTAL OLBIA</b>					<b>151</b>	<b>0</b>	<b>6</b>	<b>1.3</b>	<b>15.9</b>	<b>27.4</b>	<b>16.6</b>	<b>16.6</b>	<b>12.1</b>	<b>2.5</b>	<b>3.2</b>	<b>0.6</b>	<b>0.0</b>	<b>3.8</b>	<b>37</b>	<b>75.9</b>	<b>24</b>	<b>144</b>
OPORTO (PORTUGAL)	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	13
	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	76.9	10	13
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	12	9
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	66.7	9	9
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	0.0	14.3	42.9	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	18	69.2	24	12
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	14.3	42.9	21.4	14.3	7.1	0.0	0.0	0.0	0.0	0.0	20	83.3	25	12
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	44.4	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	6	9
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	22.2	66.7	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9
	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	6	1
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	12.5	25.0	62.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	88.9	4	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	0	9
	GATWICK	AIR PORTUGAL	S	A	60	0	0	3.3	20.0	40.0	13.3	8.3	13.3	0.0	1.7	0.0	0.0	0.0	21	74.1	9	58
	GATWICK	AIR PORTUGAL	S	D	60	0	0	0.0	15.0	36.7	20.0	10.0	11.7	5.0	1.7	0.0	0.0	0.0	30	69.0	11	58
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	14.8	51.9	7.4	11.1	7.4	3.7	3.7	0.0	0.0	0.0	0.0	15	81.5	9	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	37.0	37.0	7.4	7.4	7.4	3.7	0.0	0.0	0.0	0.0	18	85.2	10	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	7.7	12.8	33.3	25.6	10.3	5.1	0.0	2.6	2.6	0.0	0.0	37	61.3	20	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	0.0	12.8	30.8	12.8	33.3	10.3	0.0	0.0	0.0	0.0	0.0	29	74.2	13	31
	LONDON CITY	AIR PORTUGAL	S	A	21	0	0	0.0	28.6	47.6	9.5	9.5	4.8	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	LONDON CITY	AIR PORTUGAL	S	D	21	0	1	0.0	13.6	45.5	18.2	13.6	4.5	0.0	0.0	0.0	0.0	4.5	15	0.0	0	0
	LUTON	ADRIA 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	25	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	5.6	27.8	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	26	66.7	27	18

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	0.0	0.0	61.1	5.6	11.1	16.7	5.6	0.0	0.0	0.0	0.0	28	76.5	15	17
	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	84.6	4	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	69.2	14	13	
	LUTON	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	
	LUTON	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	10	0.0	0	0	
	STANSTED	RYANAIR	S	A	77	0	1	0.0	25.6	34.6	16.7	12.8	6.4	1.3	1.3	0.0	0.0	1.3	25	88.6	12	79
	STANSTED	RYANAIR	S	D	77	0	1	0.0	1.3	15.4	37.2	24.4	14.1	2.6	3.8	0.0	0.0	1.3	44	77.2	15	79
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	15.4	7.7	38.5	23.1	7.7	7.7	0.0	0.0	0.0	0.0	15	46.2	31	13	
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	0.0	46.2	7.7	30.8	7.7	7.7	0.0	0.0	0.0	39	53.8	25	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	100.0	1	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	75.0	12	12	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>593</b>	<b>0</b>	<b>3</b>	<b>2.2</b>	<b>17.6</b>	<b>35.9</b>	<b>18.0</b>	<b>13.9</b>	<b>8.9</b>	<b>1.7</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>25</b>	<b>77.1</b>	<b>13</b>	<b>606</b>
ORADEA																						
	STANSTED	RYANAIR	S	A	12	0	1	0.0	7.7	15.4	23.1	30.8	15.4	0.0	0.0	0.0	0.0	7.7	37	0.0	0	0
	STANSTED	RYANAIR	S	D	12	0	1	0.0	0.0	38.5	23.1	30.8	0.0	0.0	0.0	0.0	0.0	7.7	22	0.0	0	0
<b>TOTAL ORADEA</b>					<b>24</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>3.8</b>	<b>26.9</b>	<b>23.1</b>	<b>30.8</b>	<b>7.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.7</b>	<b>29</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ORLANDO																						
	BELFAST INTERNATIONAL	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	41	0.0	0	0	
	BELFAST INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	BELFAST INTERNATIONAL	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	BIRMINGHAM	NATIONAL AIR CARGO	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	56	0.0	0	0	
	BIRMINGHAM	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	29	1	
	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	100.0	12	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	33.3	44	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	83.3	10	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	3	0	0	33.3	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	65	0.0	0	0	
	GLASGOW	THOMAS COOK AIRLINES 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	31	0.0	0	0	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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		
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	12.5	37.5	37.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	87.5	5	8
	GLASGOW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0.0	25.0	37.5	12.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	17	100.0	4	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	58	0	0	24.1	31.0	19.0	8.6	5.2	6.9	5.2	0.0	0.0	0.0	0.0	20	67.2	19	56
	GATWICK	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	36.2	36.2	10.3	5.2	6.9	3.4	1.7	0.0	0.0	0.0	20	80.7	10	56
	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	38.5	27	13
	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	69.2	19	13
	GATWICK	NORWEGIAN AIR UK LTD	S	A	17	0	0	5.9	23.5	35.3	11.8	11.8	5.9	0.0	5.9	0.0	0.0	0.0	37	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	18	0	0	0.0	11.1	44.4	11.1	27.8	5.6	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	0.0	15.4	23.1	7.7	23.1	23.1	7.7	0.0	0.0	0.0	0.0	47	50.0	35	12
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	23.1	23.1	23.1	15.4	15.4	0.0	0.0	0.0	0.0	0.0	27	69.2	19	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	52	0	1	9.4	24.5	30.2	7.5	11.3	9.4	5.7	0.0	0.0	0.0	1.9	25	74.1	11	54
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	53	0	0	0.0	9.4	43.4	18.9	17.0	5.7	5.7	0.0	0.0	0.0	0.0	27	83.3	9	54
	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	100.0	0	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	35	0	0	11.4	8.6	28.6	11.4	17.1	17.1	5.7	0.0	0.0	0.0	0.0	39	46.9	25	32
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	38	0	0	0.0	0.0	52.6	13.2	18.4	7.9	5.3	2.6	0.0	0.0	0.0	33	71.9	20	32
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	44	0	0	25.0	22.7	15.9	13.6	9.1	11.4	2.3	0.0	0.0	0.0	0.0	20	78.6	9	42
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	44	0	0	0.0	50.0	38.6	4.5	6.8	0.0	0.0	0.0	0.0	0.0	0.0	4	90.7	7	43
<b>TOTAL ORLANDO</b>					<b>476</b>	<b>0</b>	<b>1</b>	<b>7.8</b>	<b>22.9</b>	<b>32.5</b>	<b>11.7</b>	<b>12.6</b>	<b>8.0</b>	<b>3.8</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>24</b>	<b>73.1</b>	<b>15</b>	<b>454</b>
OSLO (GARDERMOEN)																						
	ABERDEEN	BMI REGIONAL	S	A	18	0	1	0.0	68.4	21.1	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.3	4	90.9	6	22
	ABERDEEN	BMI REGIONAL	S	D	19	0	0	0.0	42.1	52.6	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5	90.9	5	22
	ABERDEEN	SAS	S	A	18	0	3	4.8	57.1	14.3	4.8	4.8	0.0	0.0	0.0	0.0	0.0	14.3	3	79.2	13	24
	ABERDEEN	SAS	S	D	18	0	3	0.0	66.7	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	14.3	3	87.5	12	24
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	31	0	0	0.0	25.8	45.2	22.6	6.5	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	31	0	0	0.0	35.5	58.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	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	0.0	0	70.4	11	27
	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	0.0	0	51.9	15	27



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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	SAS	S	A	10	0	0	30.0	40.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6	87.5	3	8	
	EDINBURGH	SAS	S	D	10	0	0	0.0	50.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	7	8		
	LIVERPOOL (JOHN LENNON)	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	100.0	0	1		
	LIVERPOOL (JOHN LENNON)	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	25	100.0	0	1		
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	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		
	LIVERPOOL (JOHN LENNON)	WIDEROE FLYVESELSKAP A/S	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	85	0	1	5.8	40.7	23.3	15.1	7.0	5.8	1.2	0.0	0.0	0.0	1.2	15	67.9	17	84	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	87	0	1	0.0	28.4	29.5	20.5	5.7	8.0	5.7	1.1	0.0	0.0	1.1	27	59.0	18	83	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	31	0	0	3.2	22.6	45.2	19.4	3.2	6.5	0.0	0.0	0.0	0.0	15	70.4	8	27		
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	31	0	0	0.0	19.4	41.9	16.1	6.5	12.9	0.0	3.2	0.0	0.0	30	70.4	14	27		
	GATWICK	NORWEGIAN AIR UK LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	108	0	1	32.1	44.0	11.9	3.7	4.6	2.8	0.0	0.0	0.0	0.0	0.9	6	87.0	8	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	108	0	1	0.0	44.0	35.8	9.2	8.3	1.8	0.0	0.0	0.0	0.0	0.9	9	92.2	6	115	
	HEATHROW	SAS	S	A	75	0	1	14.5	38.2	34.2	3.9	5.3	2.6	0.0	0.0	0.0	0.0	1.3	7	89.5	6	133	
	HEATHROW	SAS	S	D	75	0	2	0.0	53.2	39.0	1.3	2.6	1.3	0.0	0.0	0.0	0.0	2.6	4	97.8	4	134	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	66	0	0	3.0	54.5	30.3	6.1	3.0	1.5	1.5	0.0	0.0	0.0	0.0	7	0.0	0	0	
	HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	65	0	0	0.0	40.0	50.8	4.6	0.0	4.6	0.0	0.0	0.0	0.0	7	0.0	0	0		
	STANSTED	RYANAIR	S	A	87	0	2	0.0	23.6	36.0	16.9	11.2	7.9	2.2	0.0	0.0	0.0	2.2	21	85.4	7	89	
	STANSTED	RYANAIR	S	D	87	0	2	0.0	3.4	47.2	21.3	14.6	9.0	1.1	1.1	0.0	0.0	2.2	25	83.1	7	89	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	7.7	53.8	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	6	12		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	13	0	0	0.0	53.8	23.1	15.4	7.7	0.0	0.0	0.0	0.0	0.0	9	71.4	10	14		
	MANCHESTER	SAS	S	A	36	0	0	2.8	52.8	41.7	0.0	2.8	0.0	0.0	0.0	0.0	0.0	3	96.7	2	30		
	MANCHESTER	SAS	S	D	36	0	0	0.0	58.3	30.6	5.6	2.8	0.0	2.8	0.0	0.0	0.0	7	96.7	3	30		
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>1163</b>	<b>0</b>	<b>18</b>	<b>5.1</b>	<b>38.6</b>	<b>33.4</b>	<b>10.6</b>	<b>5.8</b>	<b>3.8</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>12</b>	<b>83.3</b>	<b>8</b>	<b>1146</b>	
OSTRAVA	STANSTED	RYANAIR	S	A	13	0	1	7.1	14.3	28.6	14.3	7.1	14.3	0.0	7.1	0.0	0.0	7.1	41	84.6	5	13	

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

Origin/Destinations: O

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	13	0	1	0.0	0.0	28.6	35.7	21.4	0.0	7.1	0.0	0.0	0.0	7.1	31	92.3	7	13
<b>TOTAL OSTRAVA</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>3.6</b>	<b>7.1</b>	<b>28.6</b>	<b>25.0</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>7.1</b>	<b>36</b>	<b>88.5</b>	<b>6</b>	<b>26</b>
OTTAWA INTERNATIONAL	GATWICK	WEST JET AIRLINES	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	64.0	22	25
	GATWICK	WEST JET 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	48.0	31	25
	HEATHROW	AIR CANADA	S	A	27	0	0	18.5	48.1	22.2	7.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	61.5	20	26
	HEATHROW	AIR CANADA	S	D	27	0	0	0.0	29.6	55.6	3.7	3.7	3.7	3.7	0.0	0.0	0.0	0.0	12	92.3	7	26
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	<b>40.7</b>	<b>39.0</b>	<b>5.1</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>0.0</b>	<b>7</b>	<b>66.7</b>	<b>20</b>	<b>102</b>

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

		Origin/Destinations: P																	MAY 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	
PADERBORN																							
	BIRMINGHAM	AIRTANKER SERVICES LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	21	3	
	BIRMINGHAM	AIRTANKER SERVICES LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	27	3	
<b>TOTAL PADERBORN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>24</b>	<b>6</b>	
PALANGA																							
	GLASGOW	RYANAIR	S	A	7	0	0	14.3	28.6	42.9	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	20	87.5	4	8	
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	22.2	33.3	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	32	87.5	7	8	
	LUTON	WIZZ AIR	S	A	15	0	0	33.3	46.7	6.7	6.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0	8	94.4	8	18	
	LUTON	WIZZ AIR	S	D	15	0	0	0.0	40.0	40.0	6.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	13	72.2	13	18	
	STANSTED	RYANAIR	S	A	9	0	0	44.4	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9	
	STANSTED	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	6	100.0	1	9	
<b>TOTAL PALANGA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>15.6</b>	<b>34.4</b>	<b>32.8</b>	<b>7.8</b>	<b>1.6</b>	<b>7.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.6</b>	<b>7</b>	<b>70</b>	
PALERMO																							
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	19	0	1	5.0	5.0	15.0	10.0	35.0	10.0	15.0	0.0	0.0	0.0	5.0	54	68.4	16	19	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	1	0.0	25.0	40.0	20.0	5.0	5.0	0.0	0.0	0.0	0.0	5.0	14	78.9	15	19	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	7.1	42.9	28.6	7.1	0.0	0.0	7.1	7.1	0.0	0.0	0.0	29	46.2	19	13	
	HEATHROW	BRITISH AIRWAYS PLC	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	92.3	4	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	13	0	1	14.3	28.6	7.1	21.4	7.1	14.3	0.0	0.0	0.0	0.0	7.1	23	0.0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	13	0	1	0.0	0.0	57.1	14.3	14.3	7.1	0.0	0.0	0.0	0.0	7.1	21	0.0	0	0	
	STANSTED	RYANAIR	S	A	29	0	1	0.0	0.0	30.0	23.3	20.0	13.3	10.0	0.0	0.0	0.0	3.3	42	67.7	11	31	
	STANSTED	RYANAIR	S	D	30	0	1	0.0	0.0	38.7	25.8	16.1	12.9	0.0	3.2	0.0	0.0	3.2	37	87.1	7	31	
<b>TOTAL PALERMO</b>					<b>151</b>	<b>0</b>	<b>7</b>	<b>2.5</b>	<b>13.9</b>	<b>32.9</b>	<b>17.7</b>	<b>13.9</b>	<b>8.9</b>	<b>4.4</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>4.4</b>	<b>31</b>	<b>74.6</b>	<b>11</b>	<b>126</b>	
PALMA DE MALLORCA																							
	ABERDEEN	EUROPE AIRPOST	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	54	9	
	ABERDEEN	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	0.0	0	84.6	34	13	
	ABERDEEN	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	0.0	14.3	28.6	42.9	0.0	14.3	0.0	0.0	0.0	86	0.0	0	0	
	ABERDEEN	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	15	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	61.1	12	18	
	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	61.1	17	18	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	41	0	1	2.4	16.7	23.8	9.5	26.2	9.5	2.4	7.1	0.0	0.0	2.4	49	79.5	10	44	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	41	0	3	0.0	4.5	29.5	15.9	20.5	11.4	4.5	6.8	0.0	0.0	6.8	55	75.0	14	44	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	16	0	0	6.3	37.5	37.5	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	8	87.5	5	16	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	S D	16	0	0	0.0	31.3	62.5	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	5	93.8	2	16			
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	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	23	75.0	14	4			
BELFAST INTERNATIONAL	THOMAS COOK AIRLINES 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	18	100.0	1	4			
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C A	8	0	0	12.5	0.0	50.0	0.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	20	42.9	20	7			
BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C D	11	0	0	0.0	27.3	36.4	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	19	100.0	3	10			
BIRMINGHAM	BRITISH AIRWAYS PLC	S A	4	0	0	25.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	50.0	55	2			
BIRMINGHAM	BRITISH AIRWAYS PLC	S D	4	0	0	0.0	0.0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	83	50.0	55	2			
BIRMINGHAM	EVELOP	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	9	0.0	0	0			
BIRMINGHAM	JET2.COM LTD	S A	40	0	0	10.0	42.5	20.0	7.5	12.5	7.5	0.0	0.0	0.0	0.0	0.0	16	57.7	14	26			
BIRMINGHAM	JET2.COM LTD	S D	40	0	0	0.0	15.0	57.5	17.5	5.0	2.5	0.0	2.5	0.0	0.0	0.0	19	72.0	11	25			
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	69.7	12	33			
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	69.7	15	33			
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S A	12	0	0	0.0	41.7	33.3	8.3	0.0	8.3	0.0	0.0	8.3	0.0	0.0	41	0.0	0	0			
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	S D	12	0	0	0.0	0.0	75.0	8.3	0.0	8.3	0.0	0.0	8.3	0.0	0.0	44	0.0	0	0			
BIRMINGHAM	RYANAIR	S A	29	0	2	19.4	45.2	6.5	6.5	3.2	12.9	0.0	0.0	0.0	0.0	6.5	14	90.3	5	31			
BIRMINGHAM	RYANAIR	S D	29	0	2	0.0	6.5	58.1	9.7	9.7	6.5	3.2	0.0	0.0	0.0	6.5	23	71.0	15	31			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	16	0	0	0.0	43.8	25.0	18.8	0.0	6.3	6.3	0.0	0.0	0.0	0.0	20	63.2	21	19			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	17	0	0	0.0	11.8	41.2	35.3	5.9	0.0	5.9	0.0	0.0	0.0	0.0	20	45.0	20	20			
BIRMINGHAM	TUI AIRWAYS LTD	C A	34	0	0	8.8	29.4	38.2	5.9	8.8	2.9	2.9	2.9	0.0	0.0	0.0	21	51.4	26	35			
BIRMINGHAM	TUI AIRWAYS LTD	C D	38	0	0	0.0	28.9	42.1	15.8	10.5	0.0	2.6	0.0	0.0	0.0	0.0	15	51.3	29	39			
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	40	0.0	0	0			
BOURNEMOUTH	RYANAIR	S A	25	0	0	0.0	36.0	52.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	2	27			
BOURNEMOUTH	RYANAIR	S D	25	0	0	0.0	0.0	72.0	24.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	12	96.3	3	27			
BOURNEMOUTH	TUI AIRWAYS LTD	C A	11	0	0	0.0	18.2	63.6	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	80.0	7	15			
BOURNEMOUTH	TUI AIRWAYS LTD	C D	17	0	0	0.0	29.4	64.7	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7	100.0	0	17			
BOURNEMOUTH	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	11	0.0	0	0			
BOURNEMOUTH	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			
BRISTOL	AIR EUROPA	C A	0	0	0	0.0	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			
BRISTOL	AIR EUROPA	C D	0	0	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	87	4			

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)
BRISTOL	BRITISH AIRWAYS PLC	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	0.0	68	0.0	47	2
BRISTOL	BRITISH AIRWAYS PLC	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	59	0.0	73	2
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	56	0	1	0.0	21.1	28.1	15.8	19.3	7.0	1.8	5.3	0.0	0.0	1.8	37	50.0	32	64	
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	57	0	1	0.0	19.0	43.1	8.6	15.5	8.6	1.7	1.7	0.0	0.0	1.7	25	70.3	15	64	
BRISTOL	RYANAIR	S A	40	0	0	2.5	20.0	25.0	12.5	30.0	5.0	5.0	0.0	0.0	0.0	0.0	29	87.5	5	40	
BRISTOL	RYANAIR	S D	40	0	0	0.0	15.0	40.0	20.0	15.0	10.0	0.0	0.0	0.0	0.0	0.0	24	72.5	11	40	
BRISTOL	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	7.7	38.5	7.7	38.5	0.0	7.7	0.0	0.0	0.0	0.0	33	61.5	11	13	
BRISTOL	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	7.7	53.8	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15	53.8	16	13	
BRISTOL	TUI AIRWAYS LTD	C A	14	0	0	0.0	7.1	42.9	7.1	14.3	21.4	0.0	7.1	0.0	0.0	0.0	40	72.7	21	11	
BRISTOL	TUI AIRWAYS LTD	C D	17	0	0	0.0	5.9	52.9	17.6	5.9	17.6	0.0	0.0	0.0	0.0	0.0	22	76.9	9	13	
CARDIFF WALES	EUROWINGS LUFTVERKEHRS	C A	5	0	0	0.0	0.0	40.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	58	40.0	25	5	
CARDIFF WALES	EUROWINGS LUFTVERKEHRS	C D	5	0	0	0.0	0.0	20.0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	75	40.0	25	5	
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	12	0	0	0.0	41.7	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	6	66.7	17	12	
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	12	0	0	0.0	8.3	83.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	91.7	6	12	
CARDIFF WALES	TUI AIRWAYS LTD	C A	13	0	0	0.0	30.8	38.5	7.7	23.1	0.0	0.0	0.0	0.0	0.0	0.0	15	86.7	7	15	
CARDIFF WALES	TUI AIRWAYS LTD	C D	18	0	0	0.0	27.8	72.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	85.0	5	20	
CARDIFF WALES	VUELING AIRLINES	S A	19	0	0	5.3	63.2	15.8	5.3	0.0	5.3	5.3	0.0	0.0	0.0	0.0	15	88.9	7	18	
CARDIFF WALES	VUELING AIRLINES	S D	19	0	0	0.0	26.3	47.4	10.5	5.3	5.3	0.0	5.3	0.0	0.0	0.0	21	83.3	7	18	
DONCASTER SHEFFIELD	ALBA STAR	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	0.0	0	0.0	0	0	
DONCASTER SHEFFIELD	ALBA STAR	C D	4	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
DONCASTER SHEFFIELD	FLYBE 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	46	0.0	0	0	
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	38	0.0	0	0	
DONCASTER SHEFFIELD	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	100.0	0	1	
DONCASTER SHEFFIELD	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	100.0	0	1	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C A	11	0	0	0.0	45.5	27.3	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	14	80.0	6	20	
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C D	13	0	0	0.0	30.8	53.8	0.0	7.7	7.7	0.0	0.0	0.0	0.0	0.0	9	87.5	6	24	
EAST MIDLANDS INTERNATIONAL	AIR EUROPA	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 MAY 2018

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	
EAST MIDLANDS INTERNATIONAL	AIR EUROPA	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	21	0.0	0	0
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	35	0	0	5.7	45.7	31.4	8.6	2.9	0.0	5.7	0.0	0.0	0.0	0.0	13	75.0	10	36	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	35	0	0	0.0	34.3	42.9	14.3	2.9	5.7	0.0	0.0	0.0	0.0	0.0	10	85.7	10	35	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	60	0	1	9.8	37.7	26.2	9.8	9.8	4.9	0.0	0.0	0.0	0.0	1.6	13	72.6	10	62	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	61	0	1	0.0	19.4	67.7	4.8	3.2	3.2	0.0	0.0	0.0	0.0	1.6	9	93.5	5	62	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	17	0	0	0.0	41.2	29.4	11.8	11.8	0.0	0.0	5.9	0.0	0.0	0.0	23	83.3	9	18	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	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	68.4	13	19	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	11	0	0	0.0	27.3	45.5	18.2	0.0	0.0	0.0	9.1	0.0	0.0	0.0	26	72.7	12	22	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	12	0	0	0.0	41.7	50.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	5	81.5	10	27	
EDINBURGH	AIR ONE	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	26	4	
EDINBURGH	AIR ONE	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	20.0	31	5	
EDINBURGH	BA CITYFLYER LTD	C A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	59	1	
EDINBURGH	BA CITYFLYER 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	19	1	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	22.2	55.6	0.0	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	19	88.9	4	9	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S 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	17	77.8	17	9	
EDINBURGH	JET2.COM LTD	S A	23	0	0	8.7	43.5	26.1	17.4	0.0	4.3	0.0	0.0	0.0	0.0	0.0	8	60.9	21	23	
EDINBURGH	JET2.COM LTD	S D	23	0	0	0.0	39.1	56.5	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	6	56.5	14	23	
EDINBURGH	RYANAIR	S A	31	0	0	16.1	22.6	32.3	16.1	6.5	3.2	3.2	0.0	0.0	0.0	0.0	16	54.8	19	31	
EDINBURGH	RYANAIR	S D	31	0	0	0.0	29.0	54.8	12.9	0.0	0.0	3.2	0.0	0.0	0.0	0.0	11	87.1	7	31	
EDINBURGH	TUI AIRWAYS LTD	C A	11	0	0	0.0	18.2	36.4	27.3	9.1	0.0	9.1	0.0	0.0	0.0	0.0	25	71.4	18	7	
EDINBURGH	TUI AIRWAYS LTD	C D	13	0	0	0.0	7.7	84.6	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	13	75.0	14	8	
EXETER	AIR EUROPA	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
EXETER	ALBA STAR	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	
EXETER	ALBA STAR	C D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0	
EXETER	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	
EXETER	FLYBE LTD	S A	9	0	0	0.0	11.1	33.3	22.2	22.2	11.1	0.0	0.0	0.0	0.0	0.0	23	44.4	25	9	
EXETER	FLYBE LTD	S D	10	0	0	0.0	0.0	60.0	10.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	20	44.4	15	9	
EXETER	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	1	3	
EXETER	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	66.7	18	3	
EXETER	TUI AIRWAYS LTD	C A	9	0	0	0.0	22.2	33.3	22.2	11.1	0.0	11.1	0.0	0.0	0.0	0.0	28	63.6	15	11	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	TUI AIRWAYS LTD	C D	10	0	0	0.0	30.0	60.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	100.0	1	11		
GLASGOW	ALBA STAR	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1			
GLASGOW	ALBA STAR	C D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	45	2			
GLASGOW	BA CITYFLYER LTD	C A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	33.3	30	3			
GLASGOW	BA CITYFLYER 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	19	33.3	35	3			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	8	0	1	0.0	0.0	11.1	22.2	11.1	33.3	11.1	0.0	0.0	0.0	11.1	63	70.0	41	10			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	8	0	1	0.0	11.1	33.3	0.0	22.2	11.1	11.1	0.0	0.0	0.0	11.1	47	60.0	40	10			
GLASGOW	EUROPE AIRPOST	C A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	68	9			
GLASGOW	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	0.0	0	33.3	67	9			
GLASGOW	EUROPE AIRPOST	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
GLASGOW	JET2.COM LTD	S A	31	0	0	19.4	38.7	35.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	78.6	7	28			
GLASGOW	JET2.COM LTD	S D	31	0	0	0.0	45.2	48.4	3.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	4	28			
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	52.4	23	21			
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	89.5	12	19			
GLASGOW	THOMAS COOK AIRLINES LTD	S A	17	0	0	5.9	35.3	35.3	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0			
GLASGOW	THOMAS COOK AIRLINES LTD	S D	15	0	0	0.0	33.3	60.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0			
GLASGOW	TUI AIRWAYS LTD	C A	15	0	0	0.0	0.0	26.7	33.3	26.7	6.7	6.7	0.0	0.0	0.0	0.0	39	20.0	28	5			
GLASGOW	TUI AIRWAYS LTD	C D	15	0	0	0.0	13.3	20.0	13.3	33.3	13.3	0.0	6.7	0.0	0.0	0.0	48	80.0	5	5			
JERSEY	AIR EUROPA	C A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0			
JERSEY	AIR EUROPA	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	53	0.0	0	0			
JERSEY	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	32	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	50.0	23	2			
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	33.3	106	3			
LEEDS BRADFORD	AIR EUROPA	C D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	45	0.0	0	0			
LEEDS BRADFORD	AIR ONE	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	3	0.0	0	0			
LEEDS BRADFORD	AIR ONE	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	13	0.0	0	0			
LEEDS BRADFORD	JET2.COM LTD	S A	40	0	0	15.0	42.5	17.5	7.5	5.0	5.0	2.5	2.5	2.5	0.0	0.0	29	83.3	7	35			
LEEDS BRADFORD	JET2.COM LTD	S D	41	0	0	0.0	17.1	63.4	7.3	7.3	2.4	0.0	2.4	0.0	0.0	0.0	15	80.6	9	36			
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	69.2	12	13			
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	76.9	8	13			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAY 2017		Origin/Destinations: P											NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE											MAY 2017			
										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												
LEEDS BRADFORD	RYANAIR	S	A	27	0	0	3.7	14.8	18.5	25.9	22.2	11.1	3.7	0.0	0.0	0.0	0.0	0.0	30	55.6	27	27																	
LEEDS BRADFORD	RYANAIR	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	12	63.0	22	27																		
LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	16	0	0	0.0	6.3	50.0	18.8	0.0	18.8	6.3	0.0	0.0	0.0	0.0	32	78.6	13	14																		
LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	19	0	0	0.0	5.3	52.6	15.8	10.5	10.5	5.3	0.0	0.0	0.0	0.0	27	68.4	17	19																		
LIVERPOOL (JOHN LENNON)	AIR ONE	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	11	0.0	0	0																		
LIVERPOOL (JOHN LENNON)	AIR ONE	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	22	0.0	0	0																		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	56	0	1	17.5	40.4	14.0	7.0	14.0	0.0	3.5	1.8	0.0	0.0	1.8	17	71.0	15	62																		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	57	0	1	0.0	41.4	32.8	10.3	8.6	1.7	3.4	0.0	0.0	0.0	1.7	13	88.7	10	62																		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	30	0	1	9.7	29.0	29.0	12.9	16.1	0.0	0.0	0.0	0.0	0.0	3.2	12	93.5	6	31																		
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	30	0	1	0.0	9.7	58.1	9.7	6.5	12.9	0.0	0.0	0.0	0.0	3.2	18	87.1	9	31																		
LIVERPOOL (JOHN LENNON)	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	42.9	26	7																		
LIVERPOOL (JOHN LENNON)	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	55.6	16	9																		
GATWICK	BRITISH AIRWAYS PLC	S	A	7	0	0	0.0	28.6	14.3	0.0	14.3	42.9	0.0	0.0	0.0	0.0	0.0	42	0.0	0	0																		
GATWICK	BRITISH AIRWAYS PLC	S	D	7	0	0	0.0	14.3	28.6	14.3	0.0	42.9	0.0	0.0	0.0	0.0	0.0	41	0.0	0	0																		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	138	0	0	2.9	16.7	25.4	17.4	18.8	10.9	2.9	5.1	0.0	0.0	0.0	40	62.3	17	138																		
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	138	0	0	0.0	7.2	25.4	16.7	26.8	14.5	4.3	3.6	1.4	0.0	0.0	51	56.5	20	138																		
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	81.7	14	60																		
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	88.3	11	60																		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	11	0	0	0.0	45.5	27.3	0.0	18.2	9.1	0.0	0.0	0.0	0.0	0.0	14	60.0	43	5																		
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	13	0	0	0.0	69.2	23.1	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	15	6																		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	25	0	0	20.0	32.0	24.0	8.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	14	61.5	15	25																		
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	26	0	0	0.0	42.3	34.6	11.5	7.7	3.8	0.0	0.0	0.0	0.0	0.0	12	81.5	13	26																		
GATWICK	THOMAS COOK AIRLINES LTD	S	A	27	0	0	3.7	18.5	33.3	11.1	7.4	18.5	7.4	0.0	0.0	0.0	0.0	34	57.7	20	26																		
GATWICK	THOMAS COOK AIRLINES LTD	S	D	27	0	0	0.0	7.4	48.1	22.2	3.7	18.5	0.0	0.0	0.0	0.0	0.0	26	88.5	8	26																		
GATWICK	TUI AIRWAYS LTD	C	A	20	0	1	0.0	14.3	33.3	19.0	19.0	4.8	4.8	0.0	0.0	0.0	4.8	28	56.3	24	31																		



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: P										MAY 2017								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	TUI AIRWAYS LTD	C	D	22	0	0	0.0	22.7	45.5	13.6	0.0	18.2	0.0	0.0	0.0	0.0	0.0	21	80.6	15	36							
HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	1.7	29.3	31.0	13.8	13.8	6.9	3.4	0.0	0.0	0.0	0.0	21	81.3	9	32							
HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	32.8	51.7	6.9	6.9	1.7	0.0	0.0	0.0	0.0	0.0	8	65.6	17	32							
LONDON CITY	BA CITYFLYER LTD	S	A	20	0	0	0.0	30.0	25.0	30.0	0.0	5.0	10.0	0.0	0.0	0.0	0.0	27	66.7	13	24							
LONDON CITY	BA CITYFLYER LTD	S	D	22	0	0	0.0	36.4	31.8	22.7	4.5	4.5	0.0	0.0	0.0	0.0	0.0	12	73.9	17	23							
LUTON	AIR EUROPA	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							
LUTON	AIR EUROPA	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							
LUTON	AIR ONE	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							
LUTON	AIR ONE	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	3.8	30.0	31.3	13.8	6.3	10.0	3.8	1.3	0.0	0.0	0.0	26	75.4	12	69							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	0.0	15.0	45.0	10.0	16.3	8.8	3.8	1.3	0.0	0.0	0.0	29	79.7	13	69							
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	77.4	8	31							
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	90.3	8	31							
LUTON	TUI AIRWAYS LTD	C	A	10	0	0	0.0	0.0	0.0	30.0	30.0	30.0	10.0	0.0	0.0	0.0	0.0	64	72.2	17	18							
LUTON	TUI AIRWAYS LTD	C	D	12	0	0	0.0	8.3	25.0	33.3	25.0	8.3	0.0	0.0	0.0	0.0	0.0	32	71.4	9	21							
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	13	1							
STANSTED	BA CITYFLYER LTD	S	A	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	66.7	8	6							
STANSTED	BA CITYFLYER LTD	S	D	4	0	0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25	66.7	14	6							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	0.0	28.2	25.6	10.3	17.9	12.8	5.1	0.0	0.0	0.0	0.0	31	70.7	14	41							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	39	0	1	0.0	15.0	47.5	10.0	5.0	12.5	7.5	0.0	0.0	0.0	2.5	29	83.3	11	42							
STANSTED	JET2.COM LTD	S	A	37	0	0	8.1	43.2	18.9	2.7	13.5	8.1	2.7	0.0	2.7	0.0	0.0	59	63.3	13	30							
STANSTED	JET2.COM LTD	S	D	37	0	0	0.0	18.9	54.1	2.7	10.8	8.1	2.7	0.0	2.7	0.0	0.0	58	90.0	5	30							
STANSTED	RYANAIR	S	A	61	0	1	0.0	3.2	29.0	21.0	24.2	16.1	1.6	1.6	1.6	0.0	1.6	44	37.1	22	62							
STANSTED	RYANAIR	S	D	61	0	1	0.0	3.2	61.3	14.5	11.3	4.8	0.0	1.6	1.6	0.0	1.6	27	85.5	10	62							
STANSTED	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	44.4	22.2	0.0	11.1	11.1	0.0	11.1	0.0	0.0	0.0	36	72.7	14	11							
STANSTED	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	66.7	0.0	11.1	11.1	0.0	11.1	0.0	0.0	0.0	36	81.8	14	11							
STANSTED	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	42.9	14.3	14.3	0.0	14.3	0.0	0.0	0.0	0.0	33	60.0	15	10							
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	26	92.3	6	13							
MANCHESTER	AIR EUROPA	C	A	0	0	0	0.0	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	AIR EUROPA	C	D	0	0	0	0.0	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							

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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		
MANCHESTER	BRITISH AIRWAYS PLC	C D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	40	1	
MANCHESTER	BRITISH AIRWAYS PLC	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	0.0	6	50.0	42	2	
MANCHESTER	BRITISH AIRWAYS PLC	S D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	54	2	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	32	0	0	9.4	34.4	21.9	9.4	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	17	59.3	20	27	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	31	0	0	0.0	9.7	61.3	9.7	6.5	12.9	0.0	0.0	0.0	0.0	0.0	0.0	17	63.0	16	27	
MANCHESTER	JET2.COM LTD	S A	63	0	0	23.8	30.2	25.4	7.9	9.5	1.6	1.6	0.0	0.0	0.0	0.0	0.0	11	84.8	5	46	
MANCHESTER	JET2.COM LTD	S D	63	0	1	1.6	10.9	62.5	14.1	6.3	1.6	0.0	1.6	0.0	0.0	1.6	14	88.9	7	45		
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	59.1	17	44	
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	81.8	11	44	
MANCHESTER	RYANAIR	S A	61	0	1	6.5	19.4	29.0	19.4	12.9	8.1	3.2	0.0	0.0	0.0	1.6	23	66.1	15	62		
MANCHESTER	RYANAIR	S D	61	0	1	0.0	4.8	58.1	17.7	11.3	4.8	1.6	0.0	0.0	0.0	1.6	20	69.4	14	62		
MANCHESTER	THOMAS COOK AIRLINES LTD	S A	24	0	0	12.5	25.0	29.2	20.8	8.3	4.2	0.0	0.0	0.0	0.0	0.0	15	50.0	23	18		
MANCHESTER	THOMAS COOK AIRLINES LTD	S D	25	0	0	0.0	8.0	64.0	20.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	18	20		
MANCHESTER	TUI AIRWAYS LTD	C A	31	0	0	0.0	12.9	16.1	32.3	19.4	6.5	3.2	9.7	0.0	0.0	0.0	48	45.8	20	48		
MANCHESTER	TUI AIRWAYS LTD	C D	35	0	0	0.0	2.9	62.9	8.6	5.7	17.1	2.9	0.0	0.0	0.0	0.0	26	80.0	9	50		
NEWCASTLE	AIR EUROPA	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
NEWCASTLE	AIR EUROPA	S D	0	0	0	0.0	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		
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	31	0	0	0.0	22.6	41.9	16.1	6.5	9.7	0.0	3.2	0.0	0.0	0.0	25	58.3	29	36		
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	31	0	0	0.0	12.9	61.3	9.7	6.5	6.5	3.2	0.0	0.0	0.0	0.0	19	75.0	23	36		
NEWCASTLE	JET2.COM LTD	S A	34	0	0	23.5	44.1	20.6	2.9	5.9	0.0	2.9	0.0	0.0	0.0	0.0	8	84.8	11	33		
NEWCASTLE	JET2.COM LTD	S D	34	0	0	0.0	0.0	85.3	5.9	2.9	2.9	2.9	0.0	0.0	0.0	0.0	14	87.9	13	33		
NEWCASTLE	RYANAIR	S A	31	0	0	0.0	38.7	48.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	93.5	8	31		
NEWCASTLE	RYANAIR	S D	31	0	0	0.0	3.2	54.8	29.0	9.7	3.2	0.0	0.0	0.0	0.0	0.0	18	77.4	13	31		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S A	15	0	0	0.0	20.0	33.3	13.3	13.3	6.7	6.7	6.7	0.0	0.0	0.0	41	85.7	5	21		
NEWCASTLE	THOMAS COOK AIRLINES LTD	S D	15	0	0	0.0	0.0	46.7	20.0	13.3	6.7	6.7	6.7	0.0	0.0	0.0	43	95.2	8	21		
NEWCASTLE	TUI AIRWAYS LTD	S A	14	0	0	0.0	7.1	42.9	14.3	21.4	7.1	7.1	0.0	0.0	0.0	0.0	32	58.8	15	17		
NEWCASTLE	TUI AIRWAYS LTD	S D	15	0	0	0.0	6.7	53.3	26.7	6.7	6.7	0.0	0.0	0.0	0.0	0.0	20	89.5	7	19		
SOUTHAMPTON	FLYBE LTD	S A	10	0	0	0.0	20.0	40.0	20.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	24	100.0	0	5		
SOUTHAMPTON	FLYBE LTD	S D	10	0	0	0.0	10.0	70.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	19	100.0	2	5		
SOUTHAMPTON	VOLOTEA	S A	1	0	1	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	8	60.0	28	5		
SOUTHAMPTON	VOLOTEA	S D	3	0	1	0.0	0.0	0.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	25.0	120	20.0	63	5		

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	3.4	27.6	31.0	10.3	6.9	10.3	3.4	6.9	0.0	0.0	0.0	37	63.9	16	36	
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	0.0	31.0	58.6	0.0	0.0	3.4	3.4	3.4	0.0	0.0	0.0	18	47.2	22	36	
	SOUTHEND	VOLOTEA	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	24	0.0	137	2		
	SOUTHEND	VOLOTEA	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	32	0.0	146	3		
<b>TOTAL PALMA DE MALLORCA</b>					<b>3750</b>	<b>1</b>	<b>27</b>	<b>3.2</b>	<b>22.1</b>	<b>39.5</b>	<b>12.4</b>	<b>11.2</b>	<b>7.0</b>	<b>2.2</b>	<b>1.3</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>24</b>	<b>72.1</b>	<b>15</b>	<b>4163</b>	
PAPHOS																							
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	BIRMINGHAM	JET2.COM LTD	S	A	10	0	0	10.0	30.0	20.0	0.0	30.0	10.0	0.0	0.0	0.0	0.0	27	75.0	12	8		
	BIRMINGHAM	JET2.COM LTD	S	D	10	0	0	0.0	0.0	50.0	20.0	10.0	20.0	0.0	0.0	0.0	0.0	27	66.7	18	9		
	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	66.7	25	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	55.6	17	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	45	88.9	4	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	50	55.6	18	9		
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	17	0	0	5.9	35.3	23.5	17.6	11.8	5.9	0.0	0.0	0.0	0.0	16	91.7	5	12		
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	18	0	0	0.0	0.0	38.9	16.7	16.7	27.8	0.0	0.0	0.0	0.0	36	46.2	19	13		
	BOURNEMOUTH	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	10	100.0	1	5		
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	15	100.0	2	4		
	BOURNEMOUTH	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	0	1		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	7.7	0.0	15.4	61.5	15.4	0.0	0.0	0.0	0.0	44	50.0	20	14		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	7.7	15.4	46.2	23.1	7.7	0.0	0.0	0.0	0.0	27	57.1	19	14		
	BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	83	0.0	0	0		
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	65	0.0	0	0		
	BRISTOL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	55.6	0.0	44.4	0.0	0.0	0.0	0.0	0.0	25	62.5	22	8		
	BRISTOL	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	22.2	11.1	55.6	11.1	0.0	0.0	0.0	0.0	34	33.3	35	9		
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	1	0	0.0	0.0	40.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	39	100.0	2	4		
	CARDIFF WALES	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	20.0	20.0	20.0	0.0	0.0	20.0	0.0	123	80.0	6	5		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	9	0	0	11.1	33.3	22.2	0.0	33.3	0.0	0.0	0.0	0.0	0.0	18	75.0	12	8		
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	22.2	66.7	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	3	9		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		Origin/Destinations: P		PERCENTAGE OF FLIGHTS LATE										MAY 2017		
										NUMBER OF FLIGHTS														
												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
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	55.6	11.1	0.0	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	17	100.0	1	10			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	33.3	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	15	55.6	13	9			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	11.1	44.4	11.1	11.1	0.0	11.1	11.1	0.0	0.0	0.0	56	87.5	5	8			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	22.2	33.3	0.0	22.2	11.1	0.0	11.1	0.0	0.0	0.0	51	88.9	9	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	66.7	8	9			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	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	13	66.7	12	9			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	11.1	11.1	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	25	50.0	17	8			
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	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	20	55.6	21	9			
EDINBURGH	JET2.COM LTD	S	A	9	0	0	44.4	44.4	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	4	5			
EDINBURGH	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	5			
EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	37	100.0	3	4			
EDINBURGH	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	38	50.0	12	4			
EXETER	TUI AIRWAYS LTD	C	A	4	0	0	50.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	7	4			
EXETER	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	20	50.0	17	4			
GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	33.3	11.1	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	18	50.0	13	8			
GLASGOW	JET2.COM LTD	S	D	9	0	0	0.0	33.3	22.2	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	17	77.8	11	9			
GLASGOW	TUI AIRWAYS LTD	C	A	5	0	0	40.0	20.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	23	100.0	2	8			
GLASGOW	TUI AIRWAYS LTD	C	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	24	55.6	14	9			
LEEDS BRADFORD	JET2.COM LTD	S	A	14	0	0	50.0	21.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	92.3	2	13			
LEEDS BRADFORD	JET2.COM LTD	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	12	84.6	7	13			
LEEDS BRADFORD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	44	100.0	0	3			
LEEDS BRADFORD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	38	100.0	3	5			
GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	31.8	27.3	27.3	0.0	4.5	9.1	0.0	0.0	0.0	0.0	0.0	10	77.3	9	21			
GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	9.1	86.4	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	72.7	13	21			
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	3.3	21.3	29.5	13.1	16.4	13.1	1.6	1.6	0.0	0.0	0.0	31	69.4	15	61			
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	0.0	0.0	59.7	21.0	9.7	6.5	3.2	0.0	0.0	0.0	0.0	22	58.1	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	100.0	5	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			

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: P												MAY 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		
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	130	0.0	0	0					
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	47	0.0	0	0					
GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	33.3	11.1	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	32	60.0	21	10					
GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	33.3	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	35	60.0	19	10					
GATWICK	TUI AIRWAYS LTD	C	A	24	0	1	4.0	24.0	24.0	24.0	8.0	12.0	0.0	0.0	0.0	0.0	4.0	22	76.0	14	25						
GATWICK	TUI AIRWAYS LTD	C	D	26	0	0	0.0	0.0	46.2	15.4	19.2	11.5	7.7	0.0	0.0	0.0	0.0	38	81.5	15	26						
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	9.1	31.8	13.6	9.1	27.3	4.5	4.5	0.0	0.0	0.0	0.0	23	40.9	23	22						
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	0.0	63.6	18.2	13.6	4.5	0.0	0.0	0.0	0.0	0.0	19	36.4	22	22						
LUTON	TUI AIRWAYS LTD	C	A	9	0	0	0.0	0.0	33.3	0.0	33.3	11.1	0.0	11.1	11.1	0.0	0.0	167	45.5	34	11						
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	0.0	33.3	33.3	11.1	11.1	11.1	0.0	0.0	0.0	77	50.0	30	12						
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	11	1						
STANSTED	JET2.COM LTD	S	A	18	0	0	16.7	33.3	16.7	11.1	16.7	0.0	0.0	0.0	5.6	0.0	0.0	68	66.7	13	9						
STANSTED	JET2.COM LTD	S	D	18	0	0	0.0	16.7	44.4	16.7	16.7	0.0	5.6	0.0	0.0	0.0	0.0	23	66.7	14	9						
STANSTED	RYANAIR	S	A	31	0	0	45.2	29.0	19.4	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	5	100.0	1	31						
STANSTED	RYANAIR	S	D	31	0	1	0.0	0.0	25.0	21.9	25.0	18.8	3.1	3.1	0.0	0.0	3.1	42	67.7	14	31						
STANSTED	TUI AIRWAYS LTD	C	A	9	0	0	0.0	22.2	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	0.0	21	55.6	24	9						
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	7	9						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	9.7	12.9	25.8	16.1	25.8	6.5	3.2	0.0	0.0	0.0	0.0	26	71.0	14	31						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	9.7	41.9	25.8	19.4	0.0	3.2	0.0	0.0	0.0	0.0	24	71.0	17	31						
MANCHESTER	JET2.COM LTD	S	A	19	0	0	26.3	57.9	5.3	5.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	8	72.2	14	18						
MANCHESTER	JET2.COM LTD	S	D	19	0	0	0.0	5.3	78.9	10.5	0.0	0.0	5.3	0.0	0.0	0.0	0.0	14	57.9	20	19						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	33.3	11.1	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	35	66.7	16	11						
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	11.1	44.4	11.1	0.0	22.2	0.0	0.0	0.0	0.0	42	70.0	44	10						
MANCHESTER	TUI AIRWAYS LTD	C	A	23	0	0	4.3	30.4	17.4	8.7	26.1	13.0	0.0	0.0	0.0	0.0	0.0	23	72.0	15	25						
MANCHESTER	TUI AIRWAYS LTD	C	D	23	0	0	0.0	4.3	56.5	21.7	8.7	8.7	0.0	0.0	0.0	0.0	0.0	19	73.1	13	26						
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8						
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	77.8	9	9						
NEWCASTLE	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	100.0	2	5						
NEWCASTLE	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	100.0	4	5						
NEWCASTLE	TUI AIRWAYS LTD	S	A	9	0	0	0.0	22.2	22.2	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	34	100.0	4	8						

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: P										MAY 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	TUI AIRWAYS LTD	S	D	9	0	0	0.0	0.0	33.3	0.0	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45	66.7	13	9	
<b>TOTAL PAPHOS</b>						<b>950</b>	<b>1</b>	<b>2</b>	<b>7.7</b>	<b>15.3</b>	<b>34.0</b>	<b>15.2</b>	<b>16.3</b>	<b>8.1</b>	<b>2.0</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.2</b>	<b>27</b>	<b>71.0</b>	<b>14</b>	<b>959</b>				
PARDUBICE																											
		STANSTED	RYANAIR	S	A	13	0	0	0.0	7.7	30.8	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0		
		STANSTED	RYANAIR	S	D	13	0	0	0.0	0.0	30.8	46.2	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
<b>TOTAL PARDUBICE</b>						<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>3.8</b>	<b>30.8</b>	<b>34.6</b>	<b>19.2</b>	<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>0.0</b>	<b>0</b>	<b>0</b>		
PARIS (CHARLES DE GAULLE)																											
		ABERDEEN	AIR FRANCE	S	A	56	0	4	10.0	38.3	23.3	8.3	5.0	8.3	0.0	0.0	0.0	0.0	6.7	13	90.2	5	61				
		ABERDEEN	AIR FRANCE	S	D	56	0	4	0.0	48.3	23.3	5.0	11.7	5.0	0.0	0.0	0.0	0.0	6.7	13	93.3	4	60				
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	0.0	26.9	23.1	19.2	15.4	15.4	0.0	0.0	0.0	0.0	0.0	26	70.6	14	17				
		BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	0.0	3.8	65.4	11.5	11.5	7.7	0.0	0.0	0.0	0.0	0.0	16	82.4	6	17				
		BIRMINGHAM	AIR FRANCE	S	A	81	0	2	1.2	36.1	39.8	13.3	7.2	0.0	0.0	0.0	0.0	2.4	9	77.1	10	83					
		BIRMINGHAM	AIR FRANCE	S	D	81	0	4	0.0	27.1	42.4	11.8	11.8	2.4	0.0	0.0	0.0	4.7	12	72.3	13	83					
		BIRMINGHAM	FLYBE LTD	S	A	89	0	1	6.7	56.7	25.6	4.4	1.1	3.3	1.1	0.0	0.0	1.1	8	93.3	4	89					
		BIRMINGHAM	FLYBE LTD	S	D	90	0	0	0.0	17.8	55.6	13.3	6.7	5.6	0.0	1.1	0.0	0.0	15	81.1	9	90					
		BRISTOL	BMI REGIONAL	S	A	53	0	5	24.1	36.2	10.3	5.2	6.9	6.9	1.7	0.0	0.0	8.6	14	62.3	37	52					
		BRISTOL	BMI REGIONAL	S	D	53	0	5	0.0	24.1	43.1	8.6	6.9	8.6	0.0	0.0	0.0	8.6	15	60.4	36	52					
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	31	0	1	3.1	28.1	31.3	12.5	12.5	3.1	6.3	0.0	0.0	3.1	22	74.2	11	31					
		BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	29.0	38.7	9.7	12.9	3.2	3.2	0.0	0.0	3.2	16	77.4	8	31					
		CARDIFF WALES	FLYBE LTD	S	A	43	0	0	0.0	18.6	44.2	20.9	7.0	9.3	0.0	0.0	0.0	0.0	18	71.0	22	31					
		CARDIFF WALES	FLYBE LTD	S	D	42	0	1	0.0	25.6	46.5	7.0	11.6	7.0	0.0	0.0	0.0	2.3	15	80.6	19	31					
		CARDIFF WALES	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	15	0.0	0	0					
		DONCASTER SHEFFIELD	FLYBE LTD	S	A	22	0	0	4.5	54.5	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	6	31					
		DONCASTER SHEFFIELD	FLYBE LTD	S	D	22	0	0	0.0	59.1	40.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	84.4	10	31					
		EDINBURGH	AIGLE AZUR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
		EDINBURGH	AIR FRANCE	S	A	88	0	1	15.7	42.7	25.8	5.6	4.5	1.1	3.4	0.0	0.0	1.1	11	88.9	6	90					
		EDINBURGH	AIR FRANCE	S	D	88	0	1	0.0	33.7	44.9	13.5	4.5	2.2	0.0	0.0	0.0	1.1	9	75.6	10	90					
		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	100.0	0	1					
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	52	0	1	1.9	34.0	24.5	9.4	11.3	17.0	0.0	0.0	0.0	1.9	23	81.3	9	48					
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	53	0	0	1.9	32.1	43.4	13.2	5.7	3.8	0.0	0.0	0.0	0.0	11	83.3	8	48					
		EDINBURGH	HOP - R C A E	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	8	1					
		EDINBURGH	HOP - R C A E	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	6	1					
		EDINBURGH	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	1	100.0	7	1					

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	FLYBE LTD	S A	30	0	0	0	6.7	50.0	36.7	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	4	74.2	16	31		
EXETER	FLYBE LTD	S D	31	0	0	0	0.0	45.2	48.4	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	74.2	17	31		
GLASGOW	AIR FRANCE	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	78.3	11	23		
GLASGOW	AIR FRANCE	S D	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.3	9	22		
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	38	0	1	2.6	23.1	35.9	17.9	12.8	5.1	0.0	0.0	0.0	0.0	2.6	17	74.2	12	31			
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	39	0	0	0.0	30.8	46.2	10.3	10.3	2.6	0.0	0.0	0.0	0.0	0.0	11	80.6	11	31			
LEEDS BRADFORD	JET2.COM LTD	S A	16	0	1	0.0	41.2	17.6	5.9	5.9	17.6	0.0	5.9	0.0	0.0	5.9	39	94.1	5	17			
LEEDS BRADFORD	JET2.COM LTD	S D	16	0	1	0.0	35.3	23.5	11.8	5.9	11.8	0.0	5.9	0.0	0.0	5.9	32	94.1	2	17			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	30	0	0	0.0	40.0	23.3	13.3	3.3	10.0	10.0	0.0	0.0	0.0	0.0	29	71.0	24	31			
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	31	0	0	0.0	38.7	25.8	16.1	3.2	9.7	3.2	3.2	0.0	0.0	0.0	26	83.9	9	31			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	86	0	3	15.7	43.8	15.7	6.7	6.7	5.6	1.1	1.1	0.0	0.0	3.4	15	65.2	18	89			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	86	0	3	0.0	28.1	46.1	10.1	5.6	6.7	0.0	0.0	0.0	0.0	3.4	14	60.7	20	89			
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	100.0	0	1			
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			
GATWICK	VUELING AIRLINES	S A	53	0	0	18.9	54.7	9.4	3.8	5.7	5.7	1.9	0.0	0.0	0.0	0.0	12	85.4	8	48			
GATWICK	VUELING AIRLINES	S D	53	0	0	0.0	37.7	37.7	7.5	7.5	7.5	1.9	0.0	0.0	0.0	0.0	18	85.7	10	48			
HEATHROW	AIR FRANCE	S A	169	0	16	1.1	29.2	28.1	17.3	11.9	2.7	1.1	0.0	0.0	0.0	8.6	16	68.6	13	188			
HEATHROW	AIR FRANCE	S D	169	0	10	0.6	27.9	49.7	10.1	3.9	1.7	0.6	0.0	0.0	0.0	5.6	9	91.5	6	188			
HEATHROW	BRITISH AIRWAYS PLC	S A	213	0	6	18.7	46.1	21.9	4.6	2.3	2.7	0.5	0.5	0.0	0.0	2.7	7	89.3	11	197			
HEATHROW	BRITISH AIRWAYS PLC	S D	214	0	5	0.0	32.9	47.9	7.3	6.8	1.8	0.5	0.5	0.0	0.0	2.3	11	86.9	7	198			
LUTON	EASYJET AIRLINE COMPANY LTD	S A	91	0	3	3.2	39.4	29.8	7.4	6.4	9.6	1.1	0.0	0.0	0.0	3.2	16	75.5	20	94			
LUTON	EASYJET AIRLINE COMPANY LTD	S D	91	0	3	0.0	21.3	45.7	10.6	11.7	7.4	0.0	0.0	0.0	0.0	3.2	18	70.2	17	94			
MANCHESTER	AIR FRANCE	S A	88	0	6	7.4	48.9	23.4	5.3	4.3	1.1	2.1	1.1	0.0	0.0	6.4	11	87.0	7	92			
MANCHESTER	AIR FRANCE	S D	87	0	6	0.0	29.0	47.3	7.5	4.3	3.2	1.1	1.1	0.0	0.0	6.5	14	94.6	3	92			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S A	38	0	1	7.7	35.9	25.6	12.8	12.8	2.6	0.0	0.0	0.0	0.0	2.6	12	52.5	27	40			
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S D	38	0	1	0.0	20.5	53.8	17.9	2.6	2.6	0.0	0.0	0.0	0.0	2.6	11	60.0	23	40			
MANCHESTER	FLYBE LTD	S A	116	0	0	2.6	36.2	37.9	11.2	9.5	0.9	1.7	0.0	0.0	0.0	0.0	12	84.5	9	116			
MANCHESTER	FLYBE LTD	S D	116	0	0	0.0	12.1	63.8	13.8	5.2	4.3	0.9	0.0	0.0	0.0	0.0	13	84.5	11	116			
NEWCASTLE	AIR FRANCE	S A	83	0	3	29.1	30.2	20.9	7.0	5.8	3.5	0.0	0.0	0.0	0.0	3.5	9	86.7	10	83			

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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		
	NEWCASTLE	AIR FRANCE	S	D	85	0	1	0.0	18.6	51.2	16.3	10.5	2.3	0.0	0.0	0.0	0.0	1.2	14	81.7	13	82
	SOUTHAMPTON	FLYBE LTD	S	A	54	0	1	1.8	36.4	40.0	5.5	7.3	7.3	0.0	0.0	0.0	0.0	1.8	11	85.2	8	54
	SOUTHAMPTON	FLYBE LTD	S	D	54	0	0	0.0	33.3	51.9	9.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	9	90.7	7	54
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	11.8	47.1	17.6	11.8	11.8	0.0	0.0	0.0	0.0	0.0	0.0	9	77.8	12	18
	SOUTHEND	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	35.3	35.3	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	8	88.2	7	17
	SOUTHEND	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
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3333</b>	<b>0</b>	<b>103</b>	<b>4.7</b>	<b>33.7</b>	<b>36.8</b>	<b>9.8</b>	<b>6.7</b>	<b>4.2</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>13</b>	<b>80.7</b>	<b>11</b>	<b>3375</b>
PARIS (LE BOURGET)																						
	CARDIFF WALES	AERO4M	C	A	0	0	0	0.0	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
	LEEDS BRADFORD	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	1	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	0	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 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>75.0</b>	<b>5</b>	<b>4</b>
PARIS (ORLY)																						
	BIRMINGHAM	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	17
	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	88.2	5	17
	EDINBURGH	AIGLE AZUR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	9	1
	EDINBURGH	TRANSAVIA FRANCE	S	A	17	0	0	17.6	35.3	29.4	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	82.4	7	17
	EDINBURGH	TRANSAVIA FRANCE	S	D	17	0	0	0.0	29.4	41.2	23.5	5.9	0.0	0.0	0.0	0.0	0.0	0.0	10	70.6	12	17
	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	95.8	4	95
	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	92.6	5	95
	HEATHROW	VUELING 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	60	0.0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	A	73	0	2	36.0	37.3	14.7	5.3	0.0	4.0	0.0	0.0	0.0	0.0	2.7	6	0.0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	73	0	2	0.0	44.0	30.7	12.0	8.0	2.7	0.0	0.0	0.0	0.0	2.7	11	0.0	0	0
	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	0.0	0	69.2	9	26
	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	0.0	0	57.7	14	26
<b>TOTAL PARIS (ORLY)</b>					<b>181</b>	<b>0</b>	<b>4</b>	<b>16.2</b>	<b>38.9</b>	<b>24.9</b>	<b>10.8</b>	<b>4.3</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>8</b>	<b>87.1</b>	<b>6</b>	<b>311</b>



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017												
																NUMBER OF FLIGHTS										PERCENTAGE OF FLIGHTS LATE										MAY 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										
PERPIGNAN		BIRMINGHAM	RYANAIR	S	A	8	0	1	11.1	22.2	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	11.1	13	77.8	7	9															
		BIRMINGHAM	RYANAIR	S	D	8	0	1	0.0	11.1	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	11.1	9	77.8	7	9															
		LEEDS BRADFORD	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	21	1															
		LEEDS BRADFORD	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	20	0.0	0	0															
		LEEDS BRADFORD	MALETH AERO	S	D	0	0	0	0.0	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															
		STANSTED	RYANAIR	S	A	21	0	2	0.0	26.1	30.4	17.4	8.7	4.3	0.0	4.3	0.0	0.0	8.7	22	82.4	7	17															
		STANSTED	RYANAIR	S	D	21	0	2	0.0	4.3	47.8	26.1	8.7	4.3	0.0	0.0	0.0	0.0	8.7	18	82.4	9	17															
		MANCHESTER	AERO4M	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0															
		NEWCASTLE	CARPATAIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1															
		NEWCASTLE	CARPATAIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1															
		NEWCASTLE	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	48	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	34	0.0	0	0															
		SOUTHAMPTON	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	22	100.0	0	1															
		SOUTHAMPTON	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	15	0.0	17	1															
		SOUTHEND	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	32	2																
		SOUTHEND	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	50.0	33	2																
<b>TOTAL PERPIGNAN</b>						<b>65</b>	<b>0</b>	<b>6</b>	<b>2.8</b>	<b>14.1</b>	<b>38.0</b>	<b>22.5</b>	<b>8.5</b>	<b>4.2</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>18</b>	<b>74.2</b>	<b>11</b>	<b>62</b>															
PERUGIA		STANSTED	RYANAIR	S	A	26	0	1	0.0	37.0	25.9	7.4	11.1	3.7	7.4	3.7	0.0	0.0	3.7	32	77.8	8	27															
		STANSTED	RYANAIR	S	D	26	0	1	0.0	0.0	59.3	22.2	3.7	7.4	3.7	0.0	0.0	0.0	3.7	24	88.9	7	27															
<b>TOTAL PERUGIA</b>						<b>52</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>18.5</b>	<b>42.6</b>	<b>14.8</b>	<b>7.4</b>	<b>5.6</b>	<b>5.6</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>3.7</b>	<b>28</b>	<b>83.3</b>	<b>7</b>	<b>54</b>															
PESCARA		STANSTED	RYANAIR	S	A	22	0	0	0.0	4.5	22.7	4.5	45.5	18.2	4.5	0.0	0.0	0.0	0.0	43	81.8	14	22															
		STANSTED	RYANAIR	S	D	22	0	0	0.0	0.0	13.6	63.6	22.7	0.0	0.0	0.0	0.0	0.0	0.0	27	86.4	12	22															
<b>TOTAL PESCARA</b>						<b>44</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>2.3</b>	<b>18.2</b>	<b>34.1</b>	<b>34.1</b>	<b>9.1</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>84.1</b>	<b>13</b>	<b>44</b>															
PHILADELPHIA INTERNATIONAL		GLASGOW	AMERICAN AIRLINES	S	A	27	0	0	66.7	0.0	14.8	3.7	0.0	11.1	0.0	3.7	0.0	0.0	0.0	21	79.2	11	24															
		GLASGOW	AMERICAN AIRLINES	S	D	27	0	0	3.7	59.3	29.6	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0	11	95.8	2	24															
		HEATHROW	AMERICAN AIRLINES	S	A	58	0	4	43.5	22.6	3.2	3.2	3.2	11.3	4.8	1.6	0.0	0.0	6.5	22	54.1	36	61															
		HEATHROW	AMERICAN AIRLINES	S	D	57	0	4	1.6	65.6	19.7	1.6	1.6	3.3	0.0	0.0	0.0	0.0	6.6	5	80.0	14	60															
		HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	1	11.4	38.6	22.7	6.8	6.8	11.4	0.0	0.0	0.0	0.0	2.3	16	53.3	18	30															
		HEATHROW	BRITISH AIRWAYS PLC	S	D	42	0	1	0.0	27.9	44.2	4.7	7.0	7.0	7.0	0.0	0.0	0.0	2.3	24	86.7	6	30															

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	DELTA AIRLINES	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	62.5	25	24	
	HEATHROW	DELTA AIRLINES	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	95.8	3	24		
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	1	35.5	16.1	12.9	12.9	6.5	6.5	0.0	6.5	0.0	0.0	3.2	32	77.4	16	30	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	1	0.0	51.6	22.6	3.2	3.2	9.7	0.0	3.2	3.2	0.0	3.2	33	74.2	23	30	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>318</b>	<b>0</b>	<b>12</b>	<b>19.1</b>	<b>37.3</b>	<b>20.0</b>	<b>4.5</b>	<b>3.6</b>	<b>7.6</b>	<b>2.4</b>	<b>1.5</b>	<b>0.3</b>	<b>0.0</b>	<b>3.6</b>	<b>19</b>	<b>73.7</b>	<b>17</b>	<b>337</b>	
PHOENIX																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	13.6	40.9	15.9	13.6	9.1	4.5	0.0	2.3	0.0	0.0	0.0	16	72.5	19	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	11.4	52.3	20.5	11.4	4.5	0.0	0.0	0.0	0.0	0.0	17	68.3	16	41	
<b>TOTAL PHOENIX</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>26.1</b>	<b>34.1</b>	<b>17.0</b>	<b>10.2</b>	<b>4.5</b>	<b>0.0</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>70.4</b>	<b>18</b>	<b>81</b>	
PISA																							
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	37.5	37.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	21	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	50.0	37.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	BIRMINGHAM	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	28	1		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	3.2	19.4	25.8	25.8	12.9	9.7	0.0	0.0	0.0	0.0	3.2	20	52.6	23	19	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	3.2	48.4	35.5	3.2	6.5	0.0	0.0	0.0	0.0	3.2	18	57.9	15	19	
	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	0	75.0	5	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	4	4	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	9	0	0	0.0	11.1	33.3	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	32	66.7	10	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	11.1	55.6	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	7	9	
	EDINBURGH	RYANAIR	S	A	14	0	0	21.4	42.9	7.1	14.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	16	84.6	11	13	
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	0.0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	84.6	11	13	
	LEEDS BRADFORD	JET2.COM LTD	S	A	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	71	80.0	10	5	
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	20.0	40.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	76	100.0	1	5	
	LEEDS BRADFORD	RYANAIR	S	A	13	0	0	23.1	23.1	23.1	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	78.6	10	14	
	LEEDS BRADFORD	RYANAIR	S	D	13	0	0	0.0	23.1	30.8	7.7	23.1	15.4	0.0	0.0	0.0	0.0	0.0	27	64.3	19	14	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	25.0	62.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	55.6	27	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	44.4	41	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	39	0	1	25.0	32.5	15.0	2.5	7.5	7.5	7.5	0.0	0.0	0.0	2.5	21	67.5	22	39	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: P										MAY 2017								
										NUMBER OF FLIGHTS					PERCENTAGE OF FLIGHTS LATE													
										MAT	UNMAT	CAN	More than 15 m early	15 m to 30 m early	0 m to 15 m late	16 m to 30 m late	31 m to 60 m late	61 m to 120 m late	121 m to 180 m late	181 m to 360 m late	More than 360 m late	Unmat	Can	Avg Delay (mins)	% Early to 15 m	Avg Delay (mins)	Mat	
GATWICK	BRITISH AIRWAYS PLC	S	D	39	0	1	0.0	30.0	55.0	5.0	5.0	2.5	0.0	0.0	0.0	0.0	2.5	9	84.6	7	39							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	53	0	1	16.7	20.4	22.2	11.1	14.8	9.3	0.0	3.7	0.0	0.0	1.9	29	73.2	12	56							
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	2	0.0	23.2	44.6	7.1	12.5	7.1	0.0	1.8	0.0	0.0	3.6	20	73.2	11	56							
GATWICK	VUELING AIRLINES	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	109	2							
HEATHROW	BRITISH AIRWAYS PLC	S	A	46	0	1	19.1	34.0	23.4	4.3	8.5	6.4	2.1	0.0	0.0	0.0	2.1	15	82.1	21	39							
HEATHROW	BRITISH AIRWAYS PLC	S	D	46	0	1	0.0	31.9	48.9	4.3	4.3	8.5	0.0	0.0	0.0	0.0	2.1	13	87.2	14	39							
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	39	0	1	12.5	17.5	12.5	20.0	10.0	15.0	5.0	5.0	0.0	0.0	2.5	41	81.3	8	32							
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	39	0	1	0.0	17.5	47.5	12.5	10.0	7.5	2.5	0.0	0.0	0.0	2.5	21	90.9	7	33							
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	0.0	47	1							
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	14	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	65	0.0	0	0							
STANSTED	RYANAIR	S	A	90	0	3	10.8	41.9	25.8	10.8	4.3	3.2	0.0	0.0	0.0	0.0	3.2	9	87.1	11	93							
STANSTED	RYANAIR	S	D	89	0	4	0.0	0.0	41.9	25.8	18.3	8.6	1.1	0.0	0.0	0.0	4.3	27	69.9	17	93							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	1	0.0	14.3	14.3	28.6	21.4	7.1	7.1	0.0	0.0	0.0	7.1	36	23.1	51	13							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	1	0.0	28.6	28.6	7.1	21.4	7.1	0.0	0.0	0.0	0.0	7.1	20	38.5	46	13							
MANCHESTER	JET2.COM LTD	S	A	14	0	0	7.1	64.3	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	71.4	19	14							
MANCHESTER	JET2.COM LTD	S	D	14	0	0	0.0	21.4	78.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	78.6	7	14							
NEWCASTLE	JET2.COM LTD	S	A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	40.0	25	5							
NEWCASTLE	JET2.COM LTD	S	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	15	80.0	19	5							
<b>TOTAL PISA</b>				<b>782</b>	<b>0</b>	<b>20</b>	<b>7.1</b>	<b>24.6</b>	<b>34.3</b>	<b>13.1</b>	<b>9.2</b>	<b>6.7</b>	<b>1.6</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>20</b>	<b>74.7</b>	<b>15</b>	<b>733</b>							
PLOVDIV																												
	STANSTED	RYANAIR	S	A	13	0	0	7.7	30.8	30.8	15.4	7.7	7.7	0.0	0.0	0.0	0.0	16	92.9	2	14							
	STANSTED	RYANAIR	S	D	13	0	0	0.0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	13	85.7	6	14							
<b>TOTAL PLOVDIV</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>3.8</b>	<b>23.1</b>	<b>46.2</b>	<b>15.4</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>15</b>	<b>89.3</b>	<b>4</b>	<b>28</b>							
PODGORICA																												
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0							
	GATWICK	TUI AIRWAYS LTD	C	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							
	STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	11.1	11.1	44.4	11.1	11.1	11.1	0.0	0.0	70	88.9	9	9							
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	11.1	22.2	55.6	0.0	11.1	0.0	0.0	0.0	43	100.0	8	9							
<b>TOTAL PODGORICA</b>				<b>18</b>	<b>0</b>	<b>5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.7</b>	<b>13.0</b>	<b>39.1</b>	<b>4.3</b>	<b>8.7</b>	<b>4.3</b>	<b>0.0</b>	<b>0.0</b>	<b>21.7</b>	<b>56</b>	<b>94.4</b>	<b>8</b>	<b>18</b>							
POITIERS																												
	STANSTED	RYANAIR	S	A	16	0	1	5.9	29.4	35.3	17.6	0.0	5.9	0.0	0.0	0.0	5.9	13	83.3	7	18							

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

		Origin/Destinations: P																	MAY 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
								2.9	26.5	32.4	23.5	2.9	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	STANSTED	RYANAIR	S	D	16	0	1	0.0	23.5	29.4	29.4	5.9	5.9	0.0	0.0	0.0	0.0	5.9	18	83.3	9	18
<b>TOTAL POITIERS</b>					<b>32</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>26.5</b>	<b>32.4</b>	<b>23.5</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>5.9</b>	<b>15</b>	<b>83.3</b>	<b>8</b>	<b>36</b>
PORT OF SPAIN																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	13.6	54.5	27.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	91.3	10	23
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	13.6	72.7	0.0	9.1	4.5	0.0	0.0	0.0	0.0	0.0	13	81.8	8	22
<b>TOTAL PORT OF SPAIN</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>34.1</b>	<b>50.0</b>	<b>2.3</b>	<b>4.5</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>86.7</b>	<b>9</b>	<b>45</b>
PORTLAND (OREGON)																						
	HEATHROW	DELTA AIRLINES	S	A	16	0	0	6.3	43.8	37.5	0.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	27	100.0	5	3
	HEATHROW	DELTA AIRLINES	S	D	16	0	0	0.0	56.3	37.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	1	4
<b>TOTAL PORTLAND (OREGON)</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>50.0</b>	<b>37.5</b>	<b>3.1</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>100.0</b>	<b>2</b>	<b>7</b>
PORTO SANTO																						
	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	68	0.0	46	1
	BIRMINGHAM	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	45	0.0	40	2
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	3	0	0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	33.3	39	3
	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	75.0	11	4
	MANCHESTER	TUI AIRWAYS LTD	C	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	11	100.0	5	4
	MANCHESTER	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	10	100.0	2	5
<b>TOTAL PORTO SANTO</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>47.1</b>	<b>17.6</b>	<b>5.9</b>	<b>17.6</b>	<b>11.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>68.4</b>	<b>16</b>	<b>19</b>
POZNAN																						
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	0.0	11.1	55.6	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	25	44.4	35	9
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	0.0	44.4	22.2	11.1	11.1	11.1	0.0	0.0	0.0	0.0	43	22.2	44	9
	BRISTOL	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	100.0	2	9
	BRISTOL	RYANAIR	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	7	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	0.0	23.1	38.5	15.4	15.4	7.7	0.0	0.0	0.0	0.0	0.0	19	47.1	20	17
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	0.0	46.2	30.8	7.7	15.4	0.0	0.0	0.0	0.0	0.0	26	47.1	25	17
	EDINBURGH	RYANAIR	S	A	8	0	0	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	6	9
	EDINBURGH	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	66.7	13	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	22.2	44.4	11.1	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	88.9	4	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	20	100.0	4	9
	LUTON	WIZZ AIR	S	A	38	0	1	20.5	41.0	10.3	2.6	7.7	5.1	5.1	0.0	5.1	0.0	2.6	48	89.1	8	46
	LUTON	WIZZ AIR	S	D	38	0	1	0.0	15.4	38.5	10.3	10.3	12.8	5.1	0.0	5.1	0.0	2.6	60	63.0	17	46

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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									
	STANSTED	RYANAIR	S	A	38	0	2	0.0	25.0	20.0	7.5	22.5	10.0	7.5	2.5	0.0	0.0	5.0	40	87.1	11	31	
	STANSTED	RYANAIR	S	D	38	0	2	0.0	2.5	27.5	17.5	32.5	10.0	5.0	0.0	0.0	0.0	5.0	37	80.6	12	31	
<b>TOTAL POZNAN</b>					<b>248</b>	<b>0</b>	<b>6</b>	<b>3.9</b>	<b>20.9</b>	<b>31.9</b>	<b>11.8</b>	<b>14.2</b>	<b>9.1</b>	<b>3.9</b>	<b>0.4</b>	<b>1.6</b>	<b>0.0</b>	<b>2.4</b>	<b>35</b>	<b>73.8</b>	<b>14</b>	<b>260</b>	
PRAGUE																							
	BIRMINGHAM	CSA CZECH AIRLINES	S	A	24	0	0	0.0	8.3	33.3	25.0	20.8	12.5	0.0	0.0	0.0	0.0	0.0	26	85.2	8	27	
	BIRMINGHAM	CSA CZECH AIRLINES	S	D	24	0	0	0.0	0.0	25.0	25.0	29.2	20.8	0.0	0.0	0.0	0.0	0.0	36	74.1	13	27	
	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	11	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	A	6	0	0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	BIRMINGHAM	JET2.COM LTD	S	D	6	0	0	0.0	16.7	50.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	4.5	9.1	27.3	4.5	13.6	31.8	0.0	4.5	4.5	0.0	0.0	62	58.8	19	17	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	13.6	31.8	13.6	4.5	27.3	0.0	4.5	4.5	0.0	0.0	57	47.1	18	17	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	8	0	0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	4	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	14.8	70.4	11.1	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2	92.6	3	27	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	0.0	51.9	44.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.3	3	27	
	EDINBURGH	RYANAIR	S	A	18	0	0	0.0	11.1	22.2	27.8	27.8	5.6	0.0	5.6	0.0	0.0	0.0	36	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	18	0	0	0.0	33.3	61.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	GLASGOW	AIR TRANSAT	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	GLASGOW	JET2.COM LTD	S	A	8	0	0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	9	
	GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	50.0	25.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	9	
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	1	0.0	33.3	11.1	33.3	0.0	11.1	0.0	0.0	0.0	0.0	11.1	19	62.5	49	8	
	LEEDS BRADFORD	JET2.COM LTD	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	75.0	10	8	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	17	0	0	0.0	17.6	41.2	5.9	29.4	5.9	0.0	0.0	0.0	0.0	0.0	23	88.9	5	18	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	17	0	0	0.0	5.9	47.1	11.8	23.5	11.8	0.0	0.0	0.0	0.0	0.0	30	83.3	9	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	1	14.0	21.1	10.5	17.5	15.8	10.5	7.0	1.8	0.0	0.0	1.8	34	70.7	16	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	1	0.0	20.7	36.2	13.8	10.3	8.6	6.9	1.7	0.0	0.0	1.7	32	59.3	19	59	
	GATWICK	SMARTWINGS	S	A	17	0	0	0.0	23.5	35.3	23.5	11.8	5.9	0.0	0.0	0.0	0.0	0.0	18	89.4	4	47	
	GATWICK	SMARTWINGS	S	D	17	0	0	0.0	17.6	29.4	17.6	17.6	17.6	0.0	0.0	0.0	0.0	0.0	28	74.5	11	47	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	147	0	0	21.1	39.5	21.8	3.4	8.2	2.7	2.0	0.7	0.7	0.0	0.0	21	86.0	6	143	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: P		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 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	BRITISH AIRWAYS PLC	S	D	147	0	0	0.0	32.7	44.9	8.2	6.1	4.8	2.7	0.7	0.0	0.0	0.0	16	86.7	7	143							
LONDON CITY	BA CITYFLYER LTD	S	A	26	0	2	10.7	25.0	32.1	10.7	3.6	7.1	3.6	0.0	0.0	0.0	7.1	19	0.0	0	0							
LONDON CITY	BA CITYFLYER LTD	S	D	26	0	1	0.0	18.5	29.6	25.9	18.5	3.7	0.0	0.0	0.0	0.0	3.7	20	0.0	0	0							
LUTON	WIZZ AIR	S	A	30	0	1	0.0	6.5	32.3	25.8	6.5	22.6	0.0	3.2	0.0	0.0	3.2	37	88.6	5	35							
LUTON	WIZZ AIR	S	D	31	0	1	0.0	3.1	34.4	25.0	9.4	18.8	3.1	3.1	0.0	0.0	3.1	41	74.3	10	35							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	3	0.0	12.5	12.5	21.9	21.9	18.8	3.1	0.0	0.0	0.0	9.4	39	65.6	22	32							
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	2	0.0	0.0	29.0	35.5	19.4	9.7	0.0	0.0	0.0	0.0	6.5	28	75.0	12	32							
STANSTED	RYANAIR	S	A	71	0	0	7.0	32.4	29.6	8.5	11.3	5.6	4.2	1.4	0.0	0.0	0.0	22	92.5	3	40							
STANSTED	RYANAIR	S	D	71	0	0	0.0	0.0	45.1	26.8	15.5	8.5	4.2	0.0	0.0	0.0	0.0	30	70.0	12	40							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	0.0	26.9	23.1	19.2	7.7	15.4	3.8	3.8	0.0	0.0	0.0	35	67.7	25	31							
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	0.0	11.5	65.4	11.5	0.0	7.7	3.8	0.0	0.0	0.0	0.0	19	66.7	23	30							
MANCHESTER	JET2.COM LTD	S	A	17	0	0	0.0	23.5	11.8	17.6	17.6	23.5	0.0	5.9	0.0	0.0	0.0	50	70.6	16	17							
MANCHESTER	JET2.COM LTD	S	D	17	0	0	0.0	11.8	52.9	5.9	0.0	23.5	0.0	5.9	0.0	0.0	0.0	39	88.2	11	17							
NEWCASTLE	JET2.COM LTD	S	A	8	0	0	0.0	62.5	0.0	25.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	58	100.0	0	9							
NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	12.5	50.0	12.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	63	100.0	3	9							
SOUTHEND	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	76.5	20	17							
SOUTHEND	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	82.4	21	17							
SOUTHEND	STOBART AIR	S	A	31	0	0	9.7	22.6	25.8	0.0	19.4	12.9	3.2	3.2	3.2	0.0	0.0	78	0.0	0	0							
SOUTHEND	STOBART AIR	S	D	31	0	0	3.2	19.4	61.3	3.2	9.7	0.0	0.0	3.2	0.0	0.0	0.0	18	0.0	0	0							
<b>TOTAL PRAGUE</b>				<b>1195</b>	<b>0</b>	<b>14</b>	<b>4.8</b>	<b>24.3</b>	<b>32.6</b>	<b>13.2</b>	<b>11.2</b>	<b>8.7</b>	<b>2.2</b>	<b>1.2</b>	<b>0.5</b>	<b>0.0</b>	<b>1.2</b>	<b>27</b>	<b>79.9</b>	<b>11</b>	<b>1089</b>							
PRESTWICK																												
<b>TOTAL PRESTWICK</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>							
PREVEZA																												
BIRMINGHAM	FLYBE 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	0.0	0	50.0	11	2							
BIRMINGHAM	FLYBE 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	8	50.0	18	2							
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	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	100.0	5	4							
BRISTOL	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	0.0	0.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	85	0.0	0	0							
BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0							
GATWICK	BRITISH AIRWAYS PLC	C	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0							

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

		Origin/Destinations: P																	MAY 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
GATWICK	BRITISH AIRWAYS PLC	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22	0.0	0	0
GATWICK	EASYJET AIRLINE COMPANY LTD	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	0.0	11.1	4	77.8	8	9
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	33.3	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	8	66.7	11	9
GATWICK	ENTER AIR	C	A	4	0	1	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	20.0	0.0	20.0	167	0.0	0	0	
GATWICK	ENTER AIR	C	D	5	0	0	0.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	40.0	0.0	0.0	464	0.0	0	0	
GATWICK	GERMANIA FLUGGESELLSCHAFT	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	0.0	100.0	0	100.0	0	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	0.0	0	100.0	3	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	0.0	0	100.0	0	13
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	92.3	5	13
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	0	0
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	0.0	21	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	100.0	0	1
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	66.7	2	2
GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	198	50.0	23	4	
GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	173	100.0	2	4	
GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	64	60.0	24	5	
GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	34	66.7	18	6	
HEATHROW	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	0.0	16	60.0	63	5	
HEATHROW	BRITISH AIRWAYS PLC	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	5	80.0	34	5	
STANSTED	TITAN 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	164	0.0	0	0	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	12.5	25.0	0.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	42	50.0	29	4	
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	32	50.0	26	4	
MANCHESTER	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	110	0.0	72	1	
MANCHESTER	FLYBE 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	10	100.0	3	3	
MANCHESTER	FLYBE 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	14	75.0	6	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	66.7	7	9	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 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)
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		77.8	9	9							
MANCHESTER		THOMAS COOK AIRLINES LTD		S A		6 0		0 0		16.7 33.3		16.7 16.7		0.0 0.0		16.7 0.0		0.0 0.0		30 100.0		8	3								
MANCHESTER		THOMAS COOK AIRLINES LTD		S D		6 0		0 0		0.0 0.0		83.3 0.0		0.0 0.0		16.7 0.0		0.0 0.0		15 75.0		5	4								
MANCHESTER		TUI AIRWAYS LTD		C A		3 0		0 0		0.0 33.3		33.3 0.0		33.3 0.0		0.0 0.0		0.0 0.0		15 100.0		5	3								
MANCHESTER		TUI AIRWAYS LTD		C D		4 0		0 0		0.0 0.0		25.0 25.0		25.0 25.0		0.0 0.0		0.0 0.0		33 75.0		8	4								
<b>TOTAL PREVEZA</b>						<b>112 0</b>		<b>5 3.4</b>		<b>17.9 27.4</b>		<b>17.1 7.7</b>		<b>13.7 1.7</b>		<b>2.6 4.3</b>		<b>0.0 4.3</b>		<b>63 77.9</b>		<b>12</b>	<b>139</b>								
PRISTINA		GATWICK		GERMANIA FLUGGESELLSCHAFT		S A		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0 100.0		2	9										
PRISTINA		GATWICK		GERMANIA FLUGGESELLSCHAFT		S D		0 0		0 0		0.0 0.0		0.0 0.0		0.0 0.0		0 77.8		9	9										
PRISTINA		LUTON		WIZZ AIR		S A		14 0		0 0		0.0 0.0		7.1 28.6		35.7 28.6		0.0 0.0		44 0.0		0	0								
PRISTINA		LUTON		WIZZ AIR		S D		14 0		0 0		0.0 0.0		50.0 14.3		21.4 14.3		0.0 0.0		26 0.0		0	0								
<b>TOTAL PRISTINA</b>						<b>28 0</b>		<b>0 0.0</b>		<b>0.0 28.6</b>		<b>21.4 28.6</b>		<b>21.4 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>35 88.9</b>		<b>6</b>	<b>18</b>								
PROVIDENCE		BELFAST INTERNATIONAL		NORWEGIAN AIR INTERNATIONAL		S A		9 0		0 0		77.8 22.2		0.0 0.0		0.0 0.0		0 0.0		0	0	0	0								
PROVIDENCE		BELFAST INTERNATIONAL		NORWEGIAN AIR INTERNATIONAL		S D		9 0		0 0		0.0 44.4		55.6 0.0		0.0 0.0		0.0 0.0		3 0.0		0	0	0							
PROVIDENCE		EDINBURGH		NORWEGIAN AIR INTERNATIONAL		S A		13 0		0 0		92.3 0.0		7.7 0.0		0.0 0.0		0.0 0.0		0 0.0		0	0	0							
PROVIDENCE		EDINBURGH		NORWEGIAN AIR INTERNATIONAL		S D		14 0		0 0		0.0 28.6		64.3 7.1		0.0 0.0		0.0 0.0		5 0.0		0	0	0							
<b>TOTAL PROVIDENCE</b>						<b>45 0</b>		<b>0 42.2</b>		<b>22.2 33.3</b>		<b>2.2 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>2 0.0</b>		<b>0</b>	<b>0</b>	<b>0</b>							
PROVIDENCIALES		GATWICK		BRITISH AIRWAYS PLC		S A		8 0		0 0		0.0 62.5		37.5 0.0		0.0 0.0		0.0 0.0		2 100.0		1	9								
PROVIDENCIALES		GATWICK		BRITISH AIRWAYS PLC		S D		9 0		0 0		0.0 44.4		44.4 11.1		0.0 0.0		0.0 0.0		4 87.5		4	8								
<b>TOTAL PROVIDENCIALES</b>						<b>17 0</b>		<b>0 0.0</b>		<b>52.9 41.2</b>		<b>5.9 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>3 94.1</b>		<b>2</b>	<b>17</b>								
PUERTO PLATA		GATWICK		TUI AIRWAYS LTD		C A		1 0		0 0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		0 75.0		30	4								
PUERTO PLATA		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 75.0		44	4								
PUERTO PLATA		MANCHESTER		TUI AIRWAYS LTD		C A		5 0		0 0		0.0 60.0		40.0 0.0		0.0 0.0		0.0 0.0		1 80.0		8	5								
PUERTO PLATA		MANCHESTER		TUI AIRWAYS LTD		C D		4 0		0 0		0.0 0.0		75.0 0.0		25.0 0.0		0.0 0.0		16 75.0		9	4								
<b>TOTAL PUERTO PLATA</b>						<b>10 0</b>		<b>0 0.0</b>		<b>40.0 50.0</b>		<b>0.0 10.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>7 76.5</b>		<b>22</b>	<b>17</b>								
PUERTO VALLARTA		GATWICK		TUI AIRWAYS LTD		C A		4 0		0 0		50.0 25.0		0.0 25.0		0.0 0.0		0.0 0.0		7 75.0		6	4								
PUERTO VALLARTA		GATWICK		TUI AIRWAYS LTD		C D		4 0		0 0		0.0 50.0		25.0 25.0		0.0 0.0		0.0 0.0		4 50.0		18	4								
PUERTO VALLARTA		MANCHESTER		TUI AIRWAYS LTD		C A		4 0		0 0		50.0 0.0		0.0 25.0		25.0 0.0		0.0 0.0		15 25.0		249	4								



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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	50.0	12	4	
<b>TOTAL PUERTO VALLARTA</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>23.5</b>	<b>17.6</b>	<b>29.4</b>	<b>17.6</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>0.0</b>	<b>9</b>	<b>50.0</b>	<b>71</b>	<b>16</b>	
PULA																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	6	0	0	33.3	33.3	0.0	0.0	0.0	16.7	16.7	0.0	0.0	0.0	0.0	38	83.3	3	6	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	8	0	0	0.0	25.0	25.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	34	71.4	10	7	
	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	15	100.0	0	1	
	BRISTOL	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	29	100.0	11	1	
	BRISTOL	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	50.0	19	2	
	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	9	75.0	13	4	
	EAST MIDLANDS INTERNATIONAL	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	7	100.0	0	1	
	EAST MIDLANDS INTERNATIONAL	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	25	100.0	0	2	
	EDINBURGH	JET2.COM LTD	S	A	2	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	5	
	EDINBURGH	JET2.COM LTD	S	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	5	
	EDINBURGH	TUI AIRWAYS LTD	C	A	4	0	0	0.0	75.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	34	50.0	25	4	
	EDINBURGH	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	2	80.0	7	5	
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	5	
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	80.0	9	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	22.2	33.3	0.0	11.1	22.2	11.1	0.0	0.0	0.0	0.0	42	77.8	40	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	27	66.7	39	9	
	GATWICK	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	28.6	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	53	16.7	44	6	
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	66.7	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	24	100.0	4	9	
	STANSTED	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	8	9	
	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	100.0	3	9	
	STANSTED	RYANAIR	S	A	9	0	0	0.0	11.1	11.1	11.1	11.1	33.3	11.1	11.1	0.0	0.0	0.0	80	77.8	8	9	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	0.0	33.3	11.1	11.1	0.0	0.0	0.0	0.0	44	66.7	8	9	
	MANCHESTER	JET2.COM LTD	S	A	7	0	0	14.3	0.0	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	0	6	
	MANCHESTER	JET2.COM LTD	S	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	14	100.0	2	6	
	MANCHESTER	TUI AIRWAYS LTD	C	A	7	0	0	0.0	28.6	57.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	10	71.4	17	7	
	MANCHESTER	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	8	77.8	12	9	
<b>TOTAL PULA</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>2.2</b>	<b>18.1</b>	<b>47.8</b>	<b>6.5</b>	<b>8.7</b>	<b>11.6</b>	<b>4.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>26</b>	<b>80.7</b>	<b>13</b>	<b>150</b>	
PUNTA CANA																							
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	9	0	0	11.1	22.2	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15	87.5	4	8	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	77.8	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	6	9	

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

Origin/Destinations: P

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	32	0.0	0	0		
	BRISTOL	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	19	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0.0	61.5	7.7	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	13	85.7	10	14		
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	21.4	42.9	21.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	18	92.3	12	13		
	GATWICK	TUI AIRWAYS LTD	C	A	12	0	0	0.0	25.0	50.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	13	92.3	6	13		
	GATWICK	TUI AIRWAYS LTD	C	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	12	61.5	13	13		
	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	77.8	19	9		
	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	75.0	25	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	30.8	0.0	15.4	15.4	7.7	30.8	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	13	0	0	0.0	23.1	15.4	7.7	7.7	23.1	15.4	7.7	0.0	0.0	0.0	66	0.0	0	0		
	MANCHESTER	TUI AIRWAYS 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	3	88.9	5	9		
	MANCHESTER	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	7	88.9	8	9		
	MANCHESTER	TUI AIRWAYS LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0		
<b>TOTAL PUNTA CANA</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>4.1</b>	<b>21.1</b>	<b>35.8</b>	<b>19.5</b>	<b>8.9</b>	<b>8.1</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>84.8</b>	<b>11</b>	<b>105</b>		

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

Origin/Destinations: Q

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	
QINGDAO	HEATHROW	BEIJING CAPITAL AIRLINES	S	A	8	0	0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	HEATHROW	BEIJING CAPITAL AIRLINES	S	D	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	0.0	4	0.0	0	0
<b>TOTAL QINGDAO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>37.5</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>0.0</b>	<b>0.0</b>	<b>3</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
QUIMPER	LONDON CITY	BA CITYFLYER LTD	S	A	6	0	1	0.0	28.6	0.0	14.3	0.0	28.6	14.3	0.0	0.0	0.0	14.3	54	66.7	16	6	
	LONDON CITY	BA CITYFLYER LTD	S	D	6	0	1	0.0	0.0	28.6	14.3	0.0	28.6	14.3	0.0	0.0	0.0	14.3	48	66.7	16	6	
<b>TOTAL QUIMPER</b>					<b>12</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>14.3</b>	<b>14.3</b>	<b>14.3</b>	<b>0.0</b>	<b>28.6</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14.3</b>	<b>51</b>	<b>66.7</b>	<b>16</b>	<b>12</b>	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: R												MAY 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	100.0	0	4					
	GATWICK	ROYAL AIR MAROC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	4					
	HEATHROW	ROYAL AIR MAROC	S	A	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	24	87.5	33	8					
	HEATHROW	ROYAL AIR MAROC	S	D	7	0	0	0.0	28.6	42.9	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	17	87.5	28	8					
	LUTON	AIR NOSTRUM	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1					
	LUTON	AIR NOSTRUM	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1					
	STANSTED	RYANAIR	S	A	13	0	0	15.4	15.4	38.5	15.4	7.7	0.0	0.0	7.7	0.0	0.0	0.0	31	84.6	37	13					
	STANSTED	RYANAIR	S	D	14	0	0	0.0	0.0	42.9	14.3	21.4	14.3	7.1	0.0	0.0	0.0	0.0	37	84.6	12	13					
<b>TOTAL RABAT</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>4.9</b>	<b>9.8</b>	<b>46.3</b>	<b>9.8</b>	<b>17.1</b>	<b>7.3</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29</b>	<b>88.5</b>	<b>22</b>	<b>52</b>					
RALEIGH																											
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	41.9	35.5	19.4	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.3	6	31					
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	0.0	77.4	16.1	6.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.1	3	31					
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>56.5</b>	<b>17.7</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2</b>	<b>88.7</b>	<b>5</b>	<b>62</b>					
RAMSTEIN																											
	EAST MIDLANDS INTERNATIONAL	FAI FLIGHT-AMBULANCE SERVICE	S	A	0	0	0	0.0	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 RAMSTEIN</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>					
RENNES																											
	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	78.6	13	14					
	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	57.1	23	14					
	EXETER	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	100.0	0	1					
	EXETER	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					
	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	100.0	0	13					
	GATWICK	VUELING AIRLINES	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	13					
	MANCHESTER	FLYBE LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	52	100.0	0	1					
	MANCHESTER	FLYBE 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	100.0	10	1					
	SOUTHAMPTON	FLYBE LTD	S	A	14	0	0	0.0	21.4	42.9	14.3	7.1	7.1	7.1	0.0	0.0	0.0	0.0	29	78.6	28	14					
	SOUTHAMPTON	FLYBE LTD	S	D	14	0	0	0.0	28.6	35.7	14.3	7.1	7.1	7.1	0.0	0.0	0.0	0.0	27	85.7	27	14					
	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	62	0.0	0	0					
	SOUTHEND	STOBART AIR	S	A	31	0	0	3.2	38.7	29.0	9.7	12.9	6.5	0.0	0.0	0.0	0.0	0.0	16	96.2	6	53					
	SOUTHEND	STOBART AIR	S	D	30	0	0	3.3	50.0	30.0	6.7	3.3	6.7	0.0	0.0	0.0	0.0	0.0	11	86.8	6	53					
<b>TOTAL RENNES</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>2.1</b>	<b>37.2</b>	<b>31.9</b>	<b>9.6</b>	<b>8.5</b>	<b>8.5</b>	<b>2.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>19</b>	<b>87.6</b>	<b>10</b>	<b>192</b>					

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
REUS																						
	ABERDEEN	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	ABERDEEN	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	7	0	0	28.6	0.0	42.9	14.3	14.3	0.0	0.0	0.0	0.0	0.0	16	100.0	0	7	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	8	0	0	0.0	37.5	50.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	29	100.0	2	7	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	10	0	0	0.0	40.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	34	88.9	7	9	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	9	0	0	0.0	0.0	88.9	0.0	11.1	0.0	0.0	0.0	0.0	0.0	11	88.9	4	9	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	25	100.0	7	2	
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	35	75.0	15	4	
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	0.0	0.0	25.0	25.0	25.0	12.5	12.5	0.0	0.0	0.0	45	57.1	16	7	
	BIRMINGHAM	JET2.COM LTD	S	D	8	0	0	0.0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	29	28.6	29	7	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	0.0	44.4	44.4	0.0	0.0	0.0	0.0	11.1	0.0	55	55.6	16	9	
	BIRMINGHAM	RYANAIR	S	D	9	0	0	0.0	11.1	77.8	0.0	0.0	0.0	0.0	11.1	0.0	0.0	42	88.9	6	9	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	7	0	0	0.0	14.3	28.6	14.3	14.3	28.6	0.0	0.0	0.0	0.0	38	71.4	14	7	
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	9	0	0	0.0	11.1	44.4	0.0	33.3	11.1	0.0	0.0	0.0	0.0	28	22.2	23	9	
	BRISTOL	TUI AIRWAYS LTD	C	A	3	0	0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	11	100.0	4	4	
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	11	4	
	CARDIFF WALES	THOMAS COOK AIRLINES 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	46	0.0	19	2	
	CARDIFF WALES	THOMAS COOK AIRLINES 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	36	75.0	6	4	
	CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	94	75.0	40	4	
	CARDIFF WALES	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	16	100.0	0	5	
	DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	3	3	
	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	100.0	6	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	10	0	0	10.0	30.0	30.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	13	66.7	11	9	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	10	0	0	0.0	30.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	5	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	8	0	0	0.0	0.0	50.0	0.0	37.5	0.0	0.0	12.5	0.0	0.0	45	77.8	10	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	25.0	25.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	23	88.9	6	9	
	EDINBURGH	JET2.COM LTD	S	A	6	0	1	14.3	28.6	14.3	28.6	0.0	0.0	0.0	0.0	0.0	0.0	14.3	9	66.7	20	6
	EDINBURGH	JET2.COM LTD	S	D	7	0	0	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	50.0	20	6	
	GLASGOW	BA CITYFLYER LTD	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	52	1	

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	GLASGOW	BA CITYFLYER 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	42	1
	GLASGOW	JET2.COM LTD	S	A	9	0	0	0.0	11.1	33.3	33.3	11.1	0.0	11.1	0.0	0.0	0.0	0.0	32	100.0	3	10
	GLASGOW	JET2.COM 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	15	100.0	2	10
	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	33.3	24	12
	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	81.8	9	11
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	11	0	1	8.3	0.0	33.3	8.3	25.0	8.3	8.3	0.0	0.0	0.0	8.3	41	0.0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	11	0	0	0.0	27.3	54.5	9.1	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	GLASGOW	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	35	60.0	13	10
	GLASGOW	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	60.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	15	84.6	6	13
	LEEDS BRADFORD	JET2.COM LTD	S	A	9	0	0	22.2	22.2	11.1	33.3	0.0	0.0	0.0	11.1	0.0	0.0	0.0	28	100.0	2	10
	LEEDS BRADFORD	JET2.COM LTD	S	D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	12	90.0	3	10
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	21	33.3	14	9
	LIVERPOOL (JOHN LENNON)	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	5	100.0	3	9
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	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	27	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	25.0	25.0	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	15	100.0	5	6
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	66.7	9	6
	GATWICK	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	28.6	0.0	42.9	0.0	14.3	14.3	0.0	0.0	0.0	69	90.0	7	10
	GATWICK	TUI AIRWAYS LTD	C	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	9	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	33.3	33.3	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	11.1	17	0.0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	0.0	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11.1	16	0.0	0	0
	LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	25.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	67	100.0	5	4
	LUTON	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	11	80.0	8	5
	STANSTED	JET2.COM LTD	S	A	10	0	0	20.0	30.0	20.0	20.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	25	54.5	31	11
	STANSTED	JET2.COM LTD	S	D	10	0	0	0.0	10.0	80.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	24	72.7	19	11
	STANSTED	RYANAIR	S	A	13	0	1	0.0	14.3	21.4	14.3	28.6	14.3	0.0	0.0	0.0	0.0	7.1	32	69.2	14	13
	STANSTED	RYANAIR	S	D	13	0	1	0.0	0.0	50.0	14.3	21.4	7.1	0.0	0.0	0.0	0.0	7.1	25	69.2	16	13
	STANSTED	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	60	100.0	0	1
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	16.7	41.7	16.7	16.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	17	80.0	10	10

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	JET2.COM LTD	S	D	12	0	0	0.0	0.0	50.0	33.3	8.3	0.0	8.3	0.0	0.0	0.0	0.0	26	90.0	3	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	11.1	0.0	22.2	11.1	0.0	22.2	22.2	11.1	0.0	0.0	0.0	90	72.7	10	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	0.0	70.0	0.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	54	83.3	7	12
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	0.0	7.7	38.5	15.4	7.7	23.1	7.7	0.0	0.0	0.0	0.0	44	46.2	28	13
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	5.9	52.9	29.4	5.9	5.9	0.0	0.0	0.0	0.0	0.0	14	64.7	17	17
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22.2	11.1	22.2	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	27	100.0	6	6
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	22.2	55.6	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	7	6
	NEWCASTLE	THOMAS COOK AIRLINES 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	5	88.9	11	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	66.7	26	9
	NEWCASTLE	TUI AIRWAYS LTD	S	A	10	0	0	0.0	20.0	40.0	10.0	10.0	0.0	10.0	10.0	0.0	0.0	0.0	47	70.0	10	10
	NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	23.1	38.5	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	14	84.6	8	13
	SOUTHEND	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	88.9	3	9
	SOUTHEND	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	80.0	10	10
<b>TOTAL REUS</b>					<b>496</b>	<b>0</b>	<b>6</b>	<b>4.0</b>	<b>16.9</b>	<b>41.8</b>	<b>13.9</b>	<b>11.2</b>	<b>5.0</b>	<b>3.6</b>	<b>2.2</b>	<b>0.2</b>	<b>0.0</b>	<b>1.2</b>	<b>26</b>	<b>76.2</b>	<b>11</b>	<b>508</b>
REYKJAVIK																						
	NEWCASTLE	FLUGFELAG ISLANDS(AIR ICELAND)	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 REYKJAVIK</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>
RHODES																						
	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	4	0	0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	0.0	0	0
	BELFAST INTERNATIONAL	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
	BELFAST INTERNATIONAL	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	21	50.0	15	2
	BIRMINGHAM	JET2.COM LTD	S	A	8	0	0	0.0	12.5	37.5	0.0	12.5	37.5	0.0	0.0	0.0	0.0	0.0	42	77.8	7	9
	BIRMINGHAM	JET2.COM LTD	S	D	9	0	0	0.0	0.0	22.2	11.1	22.2	33.3	11.1	0.0	0.0	0.0	0.0	59	55.6	23	9
	BIRMINGHAM	PRIMERA AIR SCANDINAVIA	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
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	0.0	25.0	25.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	46	77.8	8	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	8	0	0	0.0	0.0	25.0	50.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	28	50.0	18	8
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	15	0	0	6.7	33.3	20.0	0.0	6.7	26.7	0.0	6.7	0.0	0.0	0.0	43	55.6	50	9
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	16	0	0	0.0	0.0	43.8	6.3	12.5	25.0	0.0	6.3	6.3	0.0	0.0	107	45.5	54	11
	BOURNEMOUTH	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	6	66.7	11	3
	BOURNEMOUTH	TUI AIRWAYS LTD	C	D	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	100.0	2	4

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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 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						
BRISTOL	THOMAS COOK AIRLINES 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	0.0	7	100.0	0	1		
BRISTOL	THOMAS COOK AIRLINES 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	10	50.0	14	2		
BRISTOL	TUI AIRWAYS LTD	C	A	7	0	0	14.3	0.0	14.3	28.6	28.6	14.3	0.0	0.0	0.0	0.0	0.0	29	83.3	14	6			
BRISTOL	TUI AIRWAYS LTD	C	D	10	0	0	0.0	0.0	60.0	10.0	10.0	20.0	0.0	0.0	0.0	0.0	0.0	26	77.8	8	9			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	26	80.0	5	5			
CARDIFF WALES	THOMAS COOK AIRLINES 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	80.0	7	5			
CARDIFF WALES	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	42	4			
CARDIFF WALES	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	5	5			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	23	75.0	15	4			
DONCASTER SHEFFIELD	TUI AIRWAYS LTD	C	D	5	0	0	0.0	60.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	16	80.0	9	5			
DONCASTER SHEFFIELD	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			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	9	0	0	22.2	44.4	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	0	9			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	55.6	22.2	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	9	88.9	4	9			
EAST MIDLANDS INTERNATIONAL	RYANAIR	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	45	50.0	30	4			
EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	31	50.0	24	4			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES 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	17	50.0	26	4			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	0.0	80.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	17	5			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	9	0	0	0.0	11.1	33.3	22.2	11.1	11.1	0.0	11.1	0.0	0.0	0.0	41	57.1	16	7			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	11	0	0	0.0	18.2	27.3	27.3	9.1	9.1	0.0	9.1	0.0	0.0	0.0	36	77.8	12	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	14	100.0	1	4			
EDINBURGH	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	8	75.0	15	4			
EDINBURGH	TUI AIRWAYS LTD	C	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	33.3	36	3			
EDINBURGH	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	3	50.0	24	4			
EXETER	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	39	50.0	27	4			
EXETER	TUI AIRWAYS LTD	C	D	5	0	0	0.0	0.0	20.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	26	100.0	7	5			
GLASGOW	JET2.COM LTD	S	A	8	0	0	37.5	0.0	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	4			
GLASGOW	JET2.COM LTD	S	D	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12	100.0	2	5			
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	2	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	100.0	2	5			



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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	5	0	0	0.0	20.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	37	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	75.0	40	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	60.0	30	5
	LEEDS BRADFORD	JET2.COM LTD	S	A	10	0	0	20.0	30.0	30.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	1	9
	LEEDS BRADFORD	JET2.COM LTD	S	D	11	0	0	0.0	27.3	27.3	27.3	0.0	18.2	0.0	0.0	0.0	0.0	0.0	23	88.9	4	9
	LEEDS BRADFORD	TUI AIRWAYS LTD	C	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	12	0.0	57	3
	LEEDS BRADFORD	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	18	0.0	77	4
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	33.3	22.2	22.2	0.0	11.1	0.0	0.0	11.1	0.0	0.0	67	55.6	21	9
	LIVERPOOL (JOHN LENNON)	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	4	77.8	12	9
	GATWICK	BRITISH AIRWAYS PLC	S	A	10	0	0	10.0	40.0	20.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	16	8
	GATWICK	BRITISH AIRWAYS PLC	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	28	87.5	18	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	20	0	1	4.8	23.8	33.3	14.3	4.8	0.0	14.3	0.0	0.0	0.0	4.8	31	61.9	19	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	20	0	1	0.0	0.0	52.4	19.0	9.5	9.5	4.8	0.0	0.0	0.0	4.8	28	52.4	37	21
	GATWICK	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	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	25.0	28	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	40.0	43	5
	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	60.0	29	5
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	46	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	8	0.0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	10	0	0	0.0	10.0	20.0	0.0	10.0	50.0	10.0	0.0	0.0	0.0	0.0	61	55.6	18	9
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	0.0	30.0	20.0	30.0	10.0	10.0	0.0	0.0	0.0	0.0	40	77.8	13	9
	GATWICK	TUI AIRWAYS LTD	C	A	13	0	0	15.4	30.8	7.7	7.7	7.7	23.1	7.7	0.0	0.0	0.0	0.0	39	28.6	53	14
	GATWICK	TUI AIRWAYS LTD	C	D	15	0	0	0.0	0.0	46.7	20.0	6.7	13.3	13.3	0.0	0.0	0.0	0.0	43	47.1	50	17
	HEATHROW	BRITISH AIRWAYS PLC	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	0.0	0	33.3	42	3
	HEATHROW	BRITISH AIRWAYS PLC	C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	4

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	0.0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	48	0.0	24	1		
LUTON	EASYJET AIRLINE COMPANY 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	11	50.0	12	2			
LUTON	TUI AIRWAYS LTD	C	A	7	0	0	0.0	0.0	28.6	14.3	28.6	14.3	14.3	0.0	0.0	0.0	49	57.1	18	7			
LUTON	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	22.2	33.3	33.3	11.1	0.0	0.0	0.0	0.0	35	77.8	8	9			
STANSTED	JET2.COM LTD	S	A	10	0	0	0.0	20.0	10.0	10.0	10.0	30.0	10.0	0.0	10.0	0.0	166	66.7	8	6			
STANSTED	JET2.COM LTD	S	D	11	0	0	0.0	18.2	9.1	18.2	18.2	18.2	9.1	0.0	9.1	0.0	146	66.7	12	6			
STANSTED	RYANAIR	S	A	9	0	0	0.0	0.0	33.3	11.1	44.4	11.1	0.0	0.0	0.0	0.0	33	60.0	30	9			
STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	66.7	12	9			
STANSTED	THOMAS COOK AIRLINES LTD	S	A	3	0	0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	107	66.7	43	3			
STANSTED	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	0.0	0.0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	112	66.7	57	3			
STANSTED	TUI AIRWAYS LTD	C	A	6	0	1	14.3	0.0	14.3	28.6	28.6	0.0	0.0	0.0	0.0	0.0	14.3	29	83.3	5	6		
STANSTED	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	55.6	11.1	33.3	0.0	0.0	0.0	0.0	0.0	17	88.9	8	9			
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	23	1			
MANCHESTER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
MANCHESTER	EUROPE AIRPOST	C	A	7	0	0	0.0	42.9	14.3	14.3	14.3	14.3	0.0	0.0	0.0	0.0	19	40.0	38	5			
MANCHESTER	EUROPE AIRPOST	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	18	50.0	29	6			
MANCHESTER	JET2.COM LTD	S	A	13	0	0	15.4	46.2	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	14	81.8	10	11			
MANCHESTER	JET2.COM LTD	S	D	13	0	0	0.0	0.0	76.9	7.7	7.7	7.7	0.0	0.0	0.0	0.0	19	72.7	19	11			
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	66.7	11	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	88.9	7	9			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	14	0	0	7.1	7.1	21.4	21.4	21.4	14.3	7.1	0.0	0.0	0.0	40	80.0	11	10			
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	7.1	35.7	0.0	50.0	7.1	0.0	0.0	0.0	0.0	28	81.8	15	11			
MANCHESTER	TUI AIRWAYS LTD	C	A	14	0	0	0.0	14.3	42.9	0.0	21.4	21.4	0.0	0.0	0.0	0.0	33	36.4	61	11			
MANCHESTER	TUI AIRWAYS LTD	C	D	16	0	0	0.0	0.0	37.5	25.0	12.5	25.0	0.0	0.0	0.0	0.0	35	38.5	45	13			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	4	0	0	0.0	50.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	31	0.0	0	0			
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	0.0	0.0	40.0	0.0	20.0	40.0	0.0	0.0	0.0	0.0	44	0.0	0	0			
NEWCASTLE	JET2.COM LTD	S	A	9	0	0	22.2	33.3	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	7	87.5	5	8			
NEWCASTLE	JET2.COM LTD	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	13	77.8	13	9			
NEWCASTLE	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	100.0	0	1			
NEWCASTLE	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	100.0	3	2			
NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	0.0	28.6	57.1	0.0	0.0	0.0	14.3	0.0	0.0	0.0	25	57.1	12	7			

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	TUI AIRWAYS LTD	S	D	9	0	1	0.0	0.0	40.0	30.0	10.0	0.0	10.0	0.0	0.0	0.0	10.0	30	100.0	4	9	
<b>TOTAL RHODES</b>					<b>645</b>	<b>0</b>	<b>4</b>	<b>4.2</b>	<b>14.8</b>	<b>35.3</b>	<b>14.6</b>	<b>15.3</b>	<b>10.8</b>	<b>2.8</b>	<b>1.1</b>	<b>0.6</b>	<b>0.0</b>	<b>0.6</b>	<b>34</b>	<b>67.2</b>	<b>21</b>	<b>590</b>	
RIGA																							
	ABERDEEN	AIR BALTIC	S	A	9	0	0	11.1	55.6	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	83.3	7	12	
	ABERDEEN	AIR BALTIC	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	91.7	6	12	
	BIRMINGHAM	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	9	0	0	11.1	66.7	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8	100.0	3	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	9	0	0	0.0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	14	77.8	7	9	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	13	0	0	0.0	53.8	23.1	15.4	0.0	0.0	0.0	0.0	7.7	0.0	0.0	37	92.9	2	14	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	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	7	100.0	3	14	
	GLASGOW	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	6	9	
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	1	9	
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	33.3	44.4	11.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	88.9	4	9	
	LEEDS BRADFORD	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	10	88.9	5	9	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	11	9	
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	14	9	
	GATWICK	AIR BALTIC	S	A	62	0	0	37.1	29.0	19.4	8.1	1.6	4.8	0.0	0.0	0.0	0.0	0.0	8	81.5	10	54	
	GATWICK	AIR BALTIC	S	D	62	0	0	0.0	35.5	40.3	9.7	9.7	4.8	0.0	0.0	0.0	0.0	0.0	14	68.5	15	54	
	LUTON	WIZZ AIR	S	A	48	0	0	31.3	52.1	8.3	2.1	6.3	0.0	0.0	0.0	0.0	0.0	0.0	4	93.9	3	49	
	LUTON	WIZZ AIR	S	D	48	0	0	0.0	31.3	54.2	4.2	6.3	2.1	2.1	0.0	0.0	0.0	0.0	11	77.6	12	49	
	STANSTED	RYANAIR	S	A	60	0	1	9.8	26.2	34.4	16.4	6.6	1.6	3.3	0.0	0.0	0.0	1.6	15	93.5	4	62	
	STANSTED	RYANAIR	S	D	61	0	1	0.0	8.1	61.3	17.7	4.8	3.2	3.2	0.0	0.0	0.0	1.6	17	93.5	3	62	
	MANCHESTER	RYANAIR	S	A	14	0	0	14.3	42.9	28.6	0.0	0.0	7.1	0.0	0.0	7.1	0.0	0.0	36	84.6	6	13	
	MANCHESTER	RYANAIR	S	D	14	0	0	0.0	21.4	71.4	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	12	76.9	7	13	
<b>TOTAL RIGA</b>					<b>468</b>	<b>0</b>	<b>2</b>	<b>11.1</b>	<b>32.3</b>	<b>36.8</b>	<b>9.8</b>	<b>4.9</b>	<b>3.2</b>	<b>1.1</b>	<b>0.0</b>	<b>0.4</b>	<b>0.0</b>	<b>0.4</b>	<b>12</b>	<b>86.0</b>	<b>7</b>	<b>480</b>	
RIMINI																							
	STANSTED	RYANAIR	S	A	8	0	1	0.0	0.0	11.1	11.1	0.0	11.1	55.6	0.0	0.0	0.0	11.1	103	0.0	0	0	
	STANSTED	RYANAIR	S	D	8	0	1	0.0	0.0	22.2	11.1	44.4	11.1	0.0	0.0	0.0	0.0	11.1	40	0.0	0	0	
<b>TOTAL RIMINI</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>0.0</b>	<b>16.7</b>	<b>11.1</b>	<b>22.2</b>	<b>11.1</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.1</b>	<b>71</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	
RIO DE JANEIRO (GALEAO)																							
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	0.0	40.0	33.3	20.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9	66.7	23	21	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: R										MAY 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	
TOTAL RIO DE JANEIRO (GALEAO)		HEATHROW		BRITISH AIRWAYS PLC		S	D	30	0	0	0.0	43.3	40.0	10.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	71.4	12	21		
								<b>60</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>41.7</b>	<b>36.7</b>	<b>15.0</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>9</b>	<b>69.0</b>	<b>17</b>	<b>42</b>			
TOTAL RIYADH		HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	9.7	35.5	25.8	19.4	3.2	3.2	0.0	0.0	3.2	0.0	0.0	68	90.0	13	30			
		HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	0.0	64.5	19.4	9.7	3.2	0.0	3.2	0.0	0.0	0.0	26	86.7	14	30			
		HEATHROW		SAUDI ARABIAN AIRLINES		S	A	31	0	0	6.5	22.6	35.5	19.4	6.5	6.5	0.0	3.2	0.0	0.0	0.0	22	45.2	22	31			
		HEATHROW		SAUDI ARABIAN AIRLINES		S	D	31	0	0	0.0	32.3	38.7	6.5	6.5	12.9	3.2	0.0	0.0	0.0	0.0	24	80.6	9	31			
								<b>124</b>	<b>0</b>	<b>0</b>	<b>4.0</b>	<b>22.6</b>	<b>41.1</b>	<b>16.1</b>	<b>6.5</b>	<b>6.5</b>	<b>0.8</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>35</b>	<b>75.4</b>	<b>15</b>	<b>122</b>			
TOTAL ROME (CIAMPINO)		BIRMINGHAM		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	37	1				
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S	A	14	0	0	0.0	28.6	21.4	14.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	18	92.3	15	13			
		EAST MIDLANDS INTERNATIONAL		RYANAIR		S	D	14	0	0	0.0	42.9	35.7	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	13			
		EDINBURGH		RYANAIR		S	A	21	0	0	0.0	23.8	28.6	28.6	14.3	4.8	0.0	0.0	0.0	0.0	0.0	19	77.3	9	22			
		EDINBURGH		RYANAIR		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	7	86.4	6	22			
		GATWICK		RYANAIR		S	A	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0				
		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	12	1				
		STANSTED		RYANAIR		S	A	152	0	3	5.8	27.1	27.7	16.1	12.3	5.2	1.3	1.3	1.3	0.0	1.9	27	88.4	6	155			
		STANSTED		RYANAIR		S	D	152	0	3	0.0	1.9	28.4	18.1	27.7	13.5	4.5	1.9	1.9	0.0	1.9	51	56.8	18	155			
		MANCHESTER		RYANAIR		S	A	44	0	0	4.5	20.5	38.6	18.2	9.1	9.1	0.0	0.0	0.0	0.0	0.0	19	56.8	21	44			
		MANCHESTER		RYANAIR		S	D	44	0	0	0.0	22.7	59.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	0.0	9	86.4	13	44			
								<b>463</b>	<b>0</b>	<b>6</b>	<b>2.3</b>	<b>18.1</b>	<b>33.5</b>	<b>16.6</b>	<b>16.8</b>	<b>7.2</b>	<b>1.9</b>	<b>1.1</b>	<b>1.1</b>	<b>0.0</b>	<b>1.3</b>	<b>30</b>	<b>74.5</b>	<b>12</b>	<b>470</b>			
TOTAL ROME (CIAMPINO)		BIRMINGHAM		JET2.COM LTD		S	A	17	0	0	0.0	11.8	17.6	35.3	29.4	5.9	0.0	0.0	0.0	0.0	0.0	29	0.0	0	0			
		BIRMINGHAM		JET2.COM LTD		S	D	17	0	0	0.0	11.8	70.6	5.9	11.8	0.0	0.0	0.0	0.0	0.0	0.0	11	0.0	0	0			
		BIRMINGHAM		MALETH AERO		C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	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	54.8	22	31			
		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	71.0	15	31			
		BRISTOL		EASYJET AIRLINE COMPANY LTD		S	A	30	0	1	3.2	32.3	22.6	9.7	9.7	16.1	3.2	0.0	0.0	0.0	3.2	26	64.5	15	31			
		BRISTOL		EASYJET AIRLINE COMPANY LTD		S	D	30	0	1	0.0	16.1	51.6	12.9	9.7	3.2	3.2	0.0	0.0	0.0	3.2	19	71.0	14	31			
		CARDIFF WALES		FLYBE LTD		S	A	8	0	0	0.0	0.0	37.5	37.5	0.0	12.5	12.5	0.0	0.0	0.0	0.0	41	0.0	60	9			

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	FLYBE LTD	S D	8	0	0	0.0	0.0	87.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	77.8	29	9		
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	0.0	0	100.0	0	9		
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	0.0	0	77.8	10	9		
GLASGOW	JET2.COM LTD	S A	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	0.0	12	75.0	12	8		
GLASGOW	JET2.COM LTD	S D	8	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	87.5	8	8		
LEEDS BRADFORD	JET2.COM LTD	S A	9	0	0	33.3	22.2	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	1	8		
LEEDS BRADFORD	JET2.COM LTD	S D	9	0	0	0.0	22.2	55.6	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	1	8		
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S A	17	0	0	0.0	0.0	70.6	17.6	0.0	5.9	5.9	0.0	0.0	0.0	0.0	0.0	21	74.2	10	31		
LIVERPOOL (JOHN LENNON)	BLUE AIR TRANSPORT AERIAN	S D	17	0	0	5.9	35.3	47.1	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	93.5	5	31		
LIVERPOOL (JOHN LENNON)	CELLO AVIATION 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	52	0.0	0	0		
LIVERPOOL (JOHN LENNON)	CELLO 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	0.0	0	0.0	0	0		
LIVERPOOL (JOHN LENNON)	ENTER AIR	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	0.0	59	0.0	0	0		
LIVERPOOL (JOHN LENNON)	ENTER AIR	C D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LIVERPOOL (JOHN LENNON)	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	0.0	19	0.0	0	0		
LIVERPOOL (JOHN LENNON)	JET2.COM LTD	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
LIVERPOOL (JOHN LENNON)	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	5	0.0	0	0		
LIVERPOOL (JOHN LENNON)	TITAN AIRWAYS LTD	C D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
GATWICK	BRITISH AIRWAYS PLC	S A	28	0	2	13.3	36.7	26.7	6.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	6.7	12	82.8	6	29		
GATWICK	BRITISH AIRWAYS PLC	S D	28	0	2	0.0	46.7	43.3	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	6.7	8	86.7	7	30		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	118	0	2	3.3	31.7	20.0	14.2	15.0	6.7	6.7	0.8	0.0	0.0	1.7	31	71.1	19	120			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	118	0	2	0.0	25.0	50.8	7.5	5.0	5.8	4.2	0.0	0.0	0.0	1.7	17	73.3	16	120			
GATWICK	VUELING AIRLINES	S A	58	0	2	5.0	25.0	33.3	3.3	15.0	11.7	3.3	0.0	0.0	0.0	3.3	26	88.7	5	62			
GATWICK	VUELING AIRLINES	S D	58	0	2	0.0	20.0	21.7	16.7	18.3	13.3	5.0	1.7	0.0	0.0	3.3	35	68.3	12	62			
HEATHROW	AIR CANADA	S D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0		
HEATHROW	ALITALIA (CAI)	S A	121	0	0	21.5	38.8	25.6	7.4	2.5	3.3	0.0	0.8	0.0	0.0	0.0	9	90.2	5	92			
HEATHROW	ALITALIA (CAI)	S D	122	0	0	0.0	38.5	40.2	10.7	8.2	1.6	0.0	0.8	0.0	0.0	0.0	11	80.4	11	92			

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	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	19	1
	HEATHROW	BRITISH AIRWAYS PLC	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	21	1
	HEATHROW	BRITISH AIRWAYS PLC	S	A	203	0	4	11.1	29.5	25.6	15.5	11.6	3.9	1.0	0.0	0.0	0.0	1.9	16	75.7	15	181
	HEATHROW	BRITISH AIRWAYS PLC	S	D	203	0	4	0.0	26.6	45.9	14.0	9.2	1.0	1.4	0.0	0.0	0.0	1.9	12	79.7	13	182
	LONDON CITY	ALITALIA (CAI)	S	A	0	0	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	5	27
	LONDON CITY	ALITALIA (CAI)	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	70.4	13	27
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	39	0	1	0.0	15.0	22.5	17.5	20.0	15.0	5.0	2.5	0.0	0.0	2.5	41	62.1	16	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	0.0	7.7	46.2	5.1	20.5	10.3	5.1	5.1	0.0	0.0	0.0	40	72.4	20	29
	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	8	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	6	13
	MANCHESTER	JET2.COM LTD	C	A	2	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	25	0.0	0	0
	MANCHESTER	JET2.COM 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	0
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	15.4	30.8	26.9	3.8	7.7	7.7	0.0	0.0	7.7	0.0	0.0	46	96.2	3	26
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	0.0	7.7	73.1	3.8	11.5	0.0	0.0	0.0	3.8	0.0	0.0	28	96.2	5	26
	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	100.0	1	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	100.0	2	9
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	12.5	12.5	37.5	12.5	12.5	0.0	0.0	0.0	12.5	0.0	0.0	67	100.0	1	8
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	0.0	0.0	75.0	0.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	66	100.0	3	8
<b>TOTAL ROME (FIUMICINO)</b>					<b>1396</b>	<b>0</b>	<b>23</b>	<b>5.0</b>	<b>27.5</b>	<b>36.2</b>	<b>11.1</b>	<b>10.6</b>	<b>4.9</b>	<b>2.3</b>	<b>0.5</b>	<b>0.4</b>	<b>0.0</b>	<b>1.6</b>	<b>20</b>	<b>77.8</b>	<b>12</b>	<b>1451</b>
ROSKILDE																						
	LIVERPOOL (JOHN LENNON)	AIR ALSIE	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	LIVERPOOL (JOHN LENNON)	AIR ALSIE	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	100	0.0	0	0
<b>TOTAL ROSKILDE</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>53</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
ROTTERDAM																						
	JERSEY	BLUE ISLANDS LIMITED	C	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	36	0.0	0	0
	JERSEY	BLUE ISLANDS LIMITED	C	D	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0
	JERSEY	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	50.0	13	2
	JERSEY	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	33.3	40	3
	LONDON CITY	BA CITYFLYER LTD	S	A	153	0	7	5.6	53.8	21.3	4.4	3.8	5.0	1.3	0.6	0.0	0.0	4.4	13	91.1	5	112

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

Origin/Destinations: R

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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			
	LONDON CITY	BA CITYFLYER LTD	S	D	153	0	7	0.0	48.8	26.3	10.0	3.8	5.0	0.6	1.3	0.0	0.0	4.4	14	72.3	13	112			
<b>TOTAL ROTTERDAM</b>					<b>314</b>	<b>0</b>	<b>14</b>	<b>2.7</b>	<b>50.6</b>	<b>23.8</b>	<b>7.6</b>	<b>4.3</b>	<b>4.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>4.3</b>	<b>13</b>	<b>80.8</b>	<b>9</b>	<b>229</b>			
RZESZOW																									
	BRISTOL	RYANAIR	S	A	8	0	0	0.0	37.5	25.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	88.9	16	9			
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	0.0	75.0	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11	55.6	22	9			
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	0.0	21.4	28.6	28.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	17	76.9	9	13			
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	0.0	42.9	50.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	14	92.3	8	13			
	LUTON	RYANAIR	S	A	14	0	0	14.3	42.9	7.1	14.3	0.0	21.4	0.0	0.0	0.0	0.0	0.0	25	84.6	9	13			
	LUTON	RYANAIR	S	D	14	0	0	0.0	21.4	50.0	14.3	0.0	7.1	7.1	0.0	0.0	0.0	0.0	20	84.6	8	13			
	STANSTED	RYANAIR	S	A	38	0	2	5.0	30.0	22.5	15.0	10.0	2.5	2.5	7.5	0.0	0.0	5.0	32	85.0	18	40			
	STANSTED	RYANAIR	S	D	38	0	2	0.0	7.5	45.0	20.0	12.5	2.5	5.0	2.5	0.0	0.0	5.0	29	77.5	11	40			
	MANCHESTER	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	0.0	15	55.6	14	9			
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	77.8	17	9			
<b>TOTAL RZESZOW</b>					<b>166</b>	<b>0</b>	<b>4</b>	<b>2.4</b>	<b>18.2</b>	<b>39.4</b>	<b>20.0</b>	<b>8.8</b>	<b>4.1</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>	<b>23</b>	<b>79.8</b>	<b>13</b>	<b>168</b>			

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
SAARBRUCKEN	JERSEY	SMALL PLANET AIRLINES GERMANY	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
<b>TOTAL SAARBRUCKEN</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>
SALAMANCA	EDINBURGH	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	STANSTED	EVELOP	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	57	0.0	0	0	
<b>TOTAL SALAMANCA</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>57</b>	<b>100.0</b>	<b>0</b>	<b>1</b>	
SALONIKA	BIRMINGHAM	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	
	BIRMINGHAM	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	6	0.0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES 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	12	0.0	0	0	
	BIRMINGHAM	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	10	0.0	0	0	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	20.0	20.0	20.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	13	1	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	16	1	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	27	100.0	0	4	
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	28	100.0	4	5	
	EDINBURGH	JET2.COM LTD	S	A	4	0	0	25.0	25.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	10	100.0	0	1	
	EDINBURGH	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	9	100.0	0	1	
	GLASGOW	JET2.COM LTD	S	A	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0	
	GLASGOW	JET2.COM LTD	S	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	5	1	
	LEEDS BRADFORD	JET2.COM LTD	S	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	14	0.0	19	1	
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	21.7	26.1	13.0	4.3	8.7	21.7	4.3	0.0	0.0	0.0	28	59.1	23	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	17.4	56.5	17.4	0.0	8.7	0.0	0.0	0.0	0.0	13	86.4	12	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	10.0	16.7	26.7	20.0	13.3	6.7	3.3	0.0	3.3	0.0	37	58.1	17	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	9.7	61.3	9.7	6.5	3.2	0.0	3.2	3.2	0.0	32	54.8	20	30	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	4	0	0	0.0	0.0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	70	0.0	0	0	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	5	0	0	0.0	0.0	60.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0	28	0.0	0	0	
	GATWICK	TUI AIRWAYS LTD	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	29	50.0	14	8	
	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	14	90.0	9	10	



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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	JET2.COM LTD	S	A	7	0	0	14.3	57.1	28.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0		
	STANSTED	JET2.COM LTD	S	D	7	0	0	0.0	42.9	42.9	14.3	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0		
	STANSTED	RYANAIR	S	A	30	0	0	0.0	6.7	23.3	13.3	33.3	20.0	3.3	0.0	0.0	0.0	43	100.0	2	31		
	STANSTED	RYANAIR	S	D	31	0	0	0.0	3.2	32.3	32.3	19.4	12.9	0.0	0.0	0.0	0.0	31	80.6	11	31		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	12	0	1	15.4	23.1	30.8	15.4	7.7	0.0	0.0	0.0	0.0	7.7	10	71.4	12	13		
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	12	0	1	0.0	7.7	61.5	7.7	7.7	7.7	0.0	0.0	0.0	7.7	14	85.7	9	13		
	MANCHESTER	JET2.COM LTD	S	A	9	0	0	0.0	22.2	33.3	11.1	11.1	22.2	0.0	0.0	0.0	0.0	32	50.0	17	2		
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	0.0	0.0	66.7	11.1	11.1	11.1	0.0	0.0	0.0	0.0	22	100.0	14	2		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	33.3	22.2	11.1	22.2	0.0	11.1	0.0	0.0	0.0	31	0.0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	55.6	22.2	11.1	0.0	11.1	0.0	0.0	0.0	28	0.0	0	0		
	MANCHESTER	TUI AIRWAYS LTD	C	A	3	0	0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	2	7		
	MANCHESTER	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	7	88.9	7	9		
	NEWCASTLE	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	7	0.0	0	0		
	NEWCASTLE	JET2.COM 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	11	0.0	0	0		
	NEWCASTLE	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		
	NEWCASTLE	TUI AIRWAYS 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	7	0.0	0	0		
<b>TOTAL SALONIKA</b>					<b>332</b>	<b>0</b>	<b>3</b>	<b>4.5</b>	<b>16.1</b>	<b>40.9</b>	<b>15.2</b>	<b>11.6</b>	<b>8.1</b>	<b>1.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.0</b>	<b>0.9</b>	<b>24</b>	<b>75.9</b>	<b>12</b>	<b>245</b>	
SALT LAKE CITY																							
	HEATHROW	DELTA AIRLINES	S	A	31	0	0	64.5	19.4	3.2	3.2	6.5	0.0	3.2	0.0	0.0	0.0	8	80.0	18	30		
	HEATHROW	DELTA AIRLINES	S	D	31	0	0	0.0	71.0	19.4	3.2	3.2	3.2	0.0	0.0	0.0	0.0	5	100.0	1	30		
<b>TOTAL SALT LAKE CITY</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>32.3</b>	<b>45.2</b>	<b>11.3</b>	<b>3.2</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>0.0</b>	<b>6</b>	<b>90.0</b>	<b>10</b>	<b>60</b>	
SALZBURG																							
	BIRMINGHAM	FLYBE 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	22	0.0	40	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	100.0	0	1		
	GLASGOW	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	100.0	0	1		
	GLASGOW	BA CITYFLYER 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	15	0.0	101	1		
	GATWICK	BRITISH AIRWAYS PLC	S	A	27	0	0	22.2	44.4	14.8	3.7	0.0	11.1	0.0	3.7	0.0	0.0	19	84.6	12	25		
	GATWICK	BRITISH AIRWAYS PLC	S	D	27	0	0	0.0	37.0	44.4	3.7	7.4	3.7	3.7	0.0	0.0	0.0	14	88.5	6	26		
	GATWICK	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	100.0	6	1		
	GATWICK	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	91	100.0	14	1		
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	9	0	0	11.1	11.1	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	15	0.0	0	0		
	HEATHROW	EUROWINGS LUFTVERKEHRS	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	19	0.0	0	0		

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

		Origin/Destinations: S																	MAY 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
								23.5	17.6	23.5	11.8	5.9	11.8	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	17	0	0	23.5	17.6	23.5	11.8	5.9	11.8	5.9	0.0	0.0	0.0	0.0	27	0.0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	17	0	0	0.0	23.5	35.3	11.8	11.8	5.9	5.9	5.9	0.0	0.0	0.0	34	0.0	0	0
	STANSTED	RYANAIR	S	A	21	0	0	4.8	9.5	33.3	28.6	19.0	0.0	0.0	4.8	0.0	0.0	0.0	32	86.4	6	22
	STANSTED	RYANAIR	S	D	21	0	0	0.0	9.5	52.4	19.0	14.3	0.0	0.0	4.8	0.0	0.0	0.0	23	100.0	4	22
	MANCHESTER	FLYBE 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	13	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	22	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	10	0.0	54	1
	NEWCASTLE	FLYBE 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	11	0.0	0	0
	NEWCASTLE	MISTRAL AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	102	1
<b>TOTAL SALZBURG</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>7.6</b>	<b>22.8</b>	<b>36.7</b>	<b>14.6</b>	<b>7.6</b>	<b>6.3</b>	<b>1.9</b>	<b>2.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>86.5</b>	<b>10</b>	<b>103</b>
SAMOS																						
	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	50.0	1	1
	GATWICK	TUI AIRWAYS LTD	C	A	1	0	0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	140	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	73	100.0	9	1
<b>TOTAL SAMOS</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>0.0</b>	<b>66.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95</b>	<b>66.7</b>	<b>5</b>	<b>2</b>
SAN ANTONIO INTERNATIONAL																						
	LUTON	FLYING SERVICE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
<b>TOTAL SAN ANTONIO 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>
SAN BERNARDINO (NORTON AFB)																						
	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	14	1
<b>TOTAL SAN BERNARDINO (NORTON AFB)</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>
SAN DIEGO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	48.4	12.9	25.8	6.5	3.2	3.2	0.0	0.0	0.0	0.0	0.0	7	90.0	4	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	16.1	51.6	19.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	15	83.3	9	30
<b>TOTAL SAN DIEGO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>24.2</b>	<b>14.5</b>	<b>38.7</b>	<b>12.9</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>0.0</b>	<b>11</b>	<b>86.7</b>	<b>7</b>	<b>60</b>
SAN FRANCISCO																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	19.4	35.5	22.6	11.3	4.8	4.8	0.0	0.0	0.0	0.0	1.6	11	68.3	17	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	22.6	51.6	12.9	1.6	4.8	6.5	0.0	0.0	0.0	0.0	19	78.3	14	60
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	35.5	37.1	11.3	6.5	6.5	3.2	0.0	0.0	0.0	0.0	0.0	8	62.3	28	61
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	0.0	50.0	37.1	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5	80.0	12	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	30.6	35.5	17.7	4.8	6.5	3.2	0.0	1.6	0.0	0.0	0.0	11	71.2	13	52

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

		Origin/Destinations: S																	MAY 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
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	0.0	56.5	30.6	9.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	6	76.9	16	52
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	0.0	0.0	37.5	0.0	25.0	25.0	12.5	0.0	0.0	0.0	0.0	54	20.0	58	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	22.2	22.2	11.1	22.2	11.1	11.1	0.0	0.0	0.0	72	60.0	16	5
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	2	14
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	92.3	3	13
<b>TOTAL SAN FRANCISCO</b>					<b>396</b>	<b>0</b>	<b>1</b>	<b>13.6</b>	<b>37.8</b>	<b>28.7</b>	<b>9.1</b>	<b>5.0</b>	<b>3.5</b>	<b>1.5</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>12</b>	<b>73.3</b>	<b>16</b>	<b>382</b>
SAN JOSE																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	20.7	17.2	34.5	3.4	20.7	3.4	0.0	0.0	0.0	0.0	0.0	16	70.0	19	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	19.4	61.3	0.0	6.5	9.7	0.0	0.0	0.0	0.0	3.2	14	86.7	6	30
<b>TOTAL SAN JOSE</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>18.3</b>	<b>48.3</b>	<b>1.7</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>1.7</b>	<b>15</b>	<b>78.3</b>	<b>13</b>	<b>60</b>
SAN JOSE COST RICA																						
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	11.1	44.4	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	13	37.5	65	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	77.8	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	77.8	11	9
<b>TOTAL SAN JOSE COST RICA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>61.1</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>58.8</b>	<b>36</b>	<b>17</b>
SANDEFJORD(TORP)																						
	STANSTED	RYANAIR	S	A	17	0	0	0.0	35.3	23.5	11.8	17.6	5.9	5.9	0.0	0.0	0.0	0.0	23	81.8	18	22
	STANSTED	RYANAIR	S	D	17	0	0	0.0	0.0	47.1	35.3	11.8	0.0	5.9	0.0	0.0	0.0	0.0	25	87.0	8	23
	MANCHESTER	RYANAIR	S	A	17	0	0	29.4	47.1	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	5	76.5	17	17
	MANCHESTER	RYANAIR	S	D	17	0	0	0.0	5.9	70.6	11.8	5.9	5.9	0.0	0.0	0.0	0.0	0.0	12	100.0	4	17
<b>TOTAL SANDEFJORD (TORP)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>22.1</b>	<b>39.7</b>	<b>14.7</b>	<b>10.3</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>16</b>	<b>86.1</b>	<b>12</b>	<b>79</b>
SANFORD																						
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	4	0	0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	29	4
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	5	0	0	0.0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	50.0	18	4
	BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	33.3	1004	3
	BRISTOL	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	75.0	15	4
	EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C	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	33.3	17	3
	EAST MIDLANDS INTERNATIONAL	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	75.0	11	4
	GLASGOW	TUI AIRWAYS LTD	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	22	60.0	21	5
	GLASGOW	TUI AIRWAYS LTD	C	D	7	0	0	0.0	0.0	0.0	71.4	14.3	14.3	0.0	0.0	0.0	0.0	0.0	32	85.7	6	7
	GATWICK	TUI AIRWAYS LTD	C	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	16	37.5	30	8
	GATWICK	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	6	33.3	27	9

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE										MAY 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)
STANSTED	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	2			
MANCHESTER	TUI AIRWAYS LTD	C	A	12	0	0	33.3	41.7	8.3	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	8	61.5	17	13			
MANCHESTER	TUI AIRWAYS LTD	C	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	16	13			
NEWCASTLE	TUI AIRWAYS LTD	S	A	6	0	0	16.7	33.3	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	30	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	13	28.6	25	7			
<b>TOTAL SANFORD</b>				<b>87</b>	<b>0</b>	<b>0</b>	<b>9.2</b>	<b>21.8</b>	<b>37.9</b>	<b>18.4</b>	<b>10.3</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>13</b>	<b>51.6</b>	<b>52</b>	<b>91</b>			
SANTA CLARA																								
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	3	0	0	0.0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	31	0.0	0	0			
MANCHESTER	THOMAS COOK AIRLINES LTD	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	30	0.0	0	0			
MANCHESTER	TUI AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	25.0	74	4			
MANCHESTER	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	35	5			
<b>TOTAL SANTA CLARA</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>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>30</b>	<b>33.3</b>	<b>52</b>	<b>9</b>			
SANTA CRUZ DE LA PALMA																								
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	0.0	33.3	33.3	0.0	22.2	0.0	11.1	0.0	0.0	0.0	0.0	27	87.5	6	8			
GATWICK	EASYJET AIRLINE COMPANY 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	3	77.8	9	9			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	100.0	0	1			
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	33	100.0	0	1			
GATWICK	TUI AIRWAYS LTD	C	A	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	51	100.0	0	3			
GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	0.0	0.0	68	100.0	2	3			
MANCHESTER	TUI AIRWAYS LTD	C	A	5	0	0	0.0	60.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20	50.0	31	4			
MANCHESTER	TUI AIRWAYS LTD	C	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	13	25.0	40	4			
<b>TOTAL SANTA CRUZ DE LA PALMA</b>				<b>37</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>24.3</b>	<b>43.2</b>	<b>10.8</b>	<b>8.1</b>	<b>5.4</b>	<b>5.4</b>	<b>2.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>24</b>	<b>75.8</b>	<b>13</b>	<b>33</b>			
SANTANDER																								
EDINBURGH	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	13	88.9	7	9			
EDINBURGH	RYANAIR	S	D	9	0	0	0.0	11.1	66.7	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	77.8	9	9			
STANSTED	RYANAIR	S	A	18	0	3	4.8	19.0	23.8	14.3	19.0	4.8	0.0	0.0	0.0	0.0	14.3	20	72.7	12	22			
STANSTED	RYANAIR	S	D	18	0	4	0.0	4.5	18.2	22.7	22.7	13.6	0.0	0.0	0.0	0.0	18.2	32	59.1	15	22			
<b>TOTAL SANTANDER</b>				<b>54</b>	<b>0</b>	<b>7</b>	<b>1.6</b>	<b>14.8</b>	<b>29.5</b>	<b>18.0</b>	<b>18.0</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>21</b>	<b>71.0</b>	<b>12</b>	<b>62</b>			
SANTIAGO DE CHILE																								
HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	27.8	16.7	44.4	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	11	83.3	15	18			
HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	0.0	38.9	38.9	0.0	16.7	5.6	0.0	0.0	0.0	0.0	0.0	13	82.4	7	17			
<b>TOTAL SANTIAGO DE CHILE</b>				<b>36</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>27.8</b>	<b>41.7</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>12</b>	<b>82.9</b>	<b>11</b>	<b>35</b>			

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

		Origin/Destinations: S																	MAY 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 COMPOSTELA (SPAIN)		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	59	1	
	EDINBURGH	IBERIA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	15	1		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	0.0	50.0	33.3	0.0	8.3	0.0	8.3	0.0	0.0	0.0	0.0	16	84.6	5	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	0.0	66.7	16.7	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	13	92.3	5	13	
	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	85.7	5	14		
	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	85.7	6	14		
	STANSTED	RYANAIR	S	A	22	0	0	27.3	54.5	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	95.8	11	24	
	STANSTED	RYANAIR	S	D	22	0	0	0.0	9.1	40.9	31.8	13.6	4.5	0.0	0.0	0.0	0.0	0.0	19	87.0	6	23	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>41.2</b>	<b>27.9</b>	<b>11.8</b>	<b>5.9</b>	<b>1.5</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12</b>	<b>88.3</b>	<b>7</b>	<b>103</b>	
SAO PAULO (GUARULHOS)		HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	9.7	54.8	25.8	9.7	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	29.0	29.0	22.6	9.7	9.7	0.0	0.0	0.0	0.0	0.0	19	86.7	9	30	
	HEATHROW	TAM LINHAS AEREAS	S	A	31	0	0	19.4	51.6	12.9	9.7	0.0	3.2	3.2	0.0	0.0	0.0	0.0	11	90.3	5	31	
	HEATHROW	TAM LINHAS AEREAS	S	D	31	0	0	6.5	48.4	29.0	6.5	9.7	0.0	0.0	0.0	0.0	0.0	0.0	8	90.3	5	31	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>8.9</b>	<b>46.0</b>	<b>24.2</b>	<b>12.1</b>	<b>4.8</b>	<b>3.2</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>91.9</b>	<b>5</b>	<b>123</b>	
SATU MARE		LUTON	WIZZ AIR	S	A	8	0	1	0.0	0.0	55.6	11.1	11.1	11.1	0.0	0.0	0.0	11.1	22	77.8	10	9	
	LUTON	WIZZ AIR	S	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16	88.9	12	9	
<b>TOTAL SATU MARE</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>0.0</b>	<b>58.8</b>	<b>17.6</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>5.9</b>	<b>19</b>	<b>83.3</b>	<b>11</b>	<b>18</b>	
SEATTLE (TACOMA)		GATWICK	NORWEGIAN AIR UK LTD	S	A	18	0	0	5.6	11.1	0.0	0.0	5.6	50.0	22.2	0.0	5.6	0.0	0.0	105	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	17	0	0	0.0	5.9	52.9	11.8	11.8	11.8	0.0	0.0	5.9	0.0	0.0	43	0.0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	52	0	0	17.3	44.2	26.9	3.8	0.0	0.0	5.8	1.9	0.0	0.0	0.0	16	69.2	37	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	52	0	0	0.0	28.8	38.5	15.4	9.6	0.0	1.9	3.8	1.9	0.0	0.0	27	82.4	11	51	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	6.5	25.8	41.9	16.1	3.2	6.5	0.0	0.0	0.0	0.0	0.0	16	27.6	23	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	48.4	45.2	0.0	0.0	3.2	3.2	0.0	0.0	0.0	0.0	9	93.1	5	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	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	THOMAS COOK AIRLINES 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	25	0.0	0	0
<b>TOTAL SEATTLE (TACOMA)</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>32.4</b>	<b>34.3</b>	<b>8.3</b>	<b>4.9</b>	<b>6.9</b>	<b>4.4</b>	<b>1.5</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>28</b>	<b>70.2</b>	<b>20</b>	<b>161</b>
SEOUL (INCHEON)																						
	HEATHROW	ASIANA AIRLINES	S	A	31	0	0	19.4	38.7	32.3	3.2	3.2	0.0	3.2	0.0	0.0	0.0	0.0	8	19.4	41	31
	HEATHROW	ASIANA AIRLINES	S	D	31	0	0	0.0	32.3	54.8	9.7	0.0	3.2	0.0	0.0	0.0	0.0	0.0	8	90.3	6	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19.4	38.7	32.3	3.2	0.0	6.5	0.0	0.0	0.0	0.0	0.0	9	80.0	19	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	25.8	54.8	9.7	6.5	3.2	0.0	0.0	0.0	0.0	0.0	13	83.3	15	30
	HEATHROW	KOREAN AIR	S	A	31	0	0	19.4	22.6	35.5	16.1	3.2	3.2	0.0	0.0	0.0	0.0	0.0	10	58.1	16	31
	HEATHROW	KOREAN AIR	S	D	31	0	0	0.0	38.7	38.7	9.7	3.2	9.7	0.0	0.0	0.0	0.0	0.0	13	83.9	9	31
<b>TOTAL SEOUL (INCHEON)</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>32.8</b>	<b>41.4</b>	<b>8.6</b>	<b>2.7</b>	<b>4.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>69.0</b>	<b>18</b>	<b>184</b>
SEVILLE																						
	BELFAST INTERNATIONAL	JET2.COM LTD	C	D	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	10	0	0	0.0	50.0	10.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	10	0	0	0.0	20.0	30.0	20.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22.2	11.1	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	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	3	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	1	17.2	34.5	27.6	0.0	6.9	6.9	3.4	0.0	0.0	0.0	3.4	15	77.8	8	27
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	1	0.0	41.4	44.8	6.9	0.0	0.0	3.4	0.0	0.0	0.0	3.4	8	74.1	13	27
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	16.1	41.9	19.4	6.5	3.2	3.2	3.2	6.5	0.0	0.0	0.0	26	87.1	5	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	32.3	48.4	6.5	0.0	6.5	3.2	3.2	0.0	0.0	0.0	22	93.5	6	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	8.3	58.3	16.7	16.7	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	D	12	0	0	0.0	16.7	66.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	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	7	0.0	0	0
	STANSTED	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
	STANSTED	RYANAIR	S	A	30	0	1	0.0	22.6	29.0	9.7	32.3	0.0	0.0	3.2	0.0	0.0	3.2	26	83.9	10	31
	STANSTED	RYANAIR	S	D	30	0	1	0.0	3.2	54.8	25.8	9.7	0.0	0.0	3.2	0.0	0.0	3.2	20	96.8	5	31
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	30.8	53.8	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	MANCHESTER	RYANAIR	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	0.0	0	0
<b>TOTAL SEVILLE</b>					<b>270</b>	<b>0</b>	<b>4</b>	<b>5.1</b>	<b>28.8</b>	<b>40.5</b>	<b>10.6</b>	<b>8.4</b>	<b>1.8</b>	<b>1.5</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.5</b>	<b>16</b>	<b>86.0</b>	<b>8</b>	<b>178</b>

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

		Origin/Destinations: S																	MAY 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
SEYCHELLES																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	44.4	11.1	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	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	0.0	0	0
<b>TOTAL SEYCHELLES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>27.8</b>	<b>38.9</b>	<b>11.1</b>	<b>11.1</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>20</b>	<b>0.0</b>	<b>0</b>	<b>0</b>
SHANGHAI (PU DONG)																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	15.9	27.3	29.5	13.6	6.8	2.3	2.3	2.3	0.0	0.0	0.0	18	51.2	19	41
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	0.0	34.1	40.9	15.9	2.3	4.5	0.0	2.3	0.0	0.0	0.0	16	90.2	8	41
	HEATHROW	CHINA EASTERN AIRLINES	S	A	30	0	0	6.7	13.3	40.0	16.7	20.0	0.0	3.3	0.0	0.0	0.0	0.0	18	37.9	24	29
	HEATHROW	CHINA EASTERN AIRLINES	S	D	30	0	1	0.0	54.8	25.8	6.5	3.2	3.2	3.2	0.0	0.0	0.0	3.2	11	89.7	4	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	38.7	22.6	22.6	3.2	3.2	3.2	6.5	0.0	0.0	0.0	0.0	14	71.0	18	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	38.7	51.6	6.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	83.9	11	31
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>210</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>31.8</b>	<b>35.1</b>	<b>10.9</b>	<b>6.2</b>	<b>2.4</b>	<b>2.4</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>14</b>	<b>70.8</b>	<b>14</b>	<b>202</b>
SHANNON																						
	BIRMINGHAM	STOBART AIR	S	A	31	0	0	29.0	35.5	19.4	9.7	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	74.2	14	31
	BIRMINGHAM	STOBART AIR	S	D	31	0	0	0.0	29.0	45.2	16.1	6.5	3.2	0.0	0.0	0.0	0.0	0.0	12	51.6	23	31
	BRISTOL	RYANAIR	S	A	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	0.0	0	0
	BRISTOL	RYANAIR	S	D	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	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	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	0.0	30	1
	EDINBURGH	AER LINGUS	S	A	27	0	0	3.7	59.3	33.3	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	2	88.9	5	27
	EDINBURGH	AER LINGUS	S	D	27	0	0	0.0	40.7	51.9	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	2	27
	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	4	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
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	6	0	0	33.3	33.3	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	8	0.0	0	0
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	6	0	0	0.0	33.3	50.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12	0.0	0	0
	GATWICK	RYANAIR	S	A	31	0	0	19.4	41.9	9.7	9.7	12.9	0.0	3.2	3.2	0.0	0.0	0.0	21	83.9	6	31
	GATWICK	RYANAIR	S	D	31	0	0	0.0	19.4	45.2	6.5	19.4	3.2	0.0	6.5	0.0	0.0	0.0	28	64.5	14	31
	HEATHROW	AER LINGUS	S	A	93	0	0	52.7	30.1	9.7	3.2	2.2	2.2	0.0	0.0	0.0	0.0	0.0	4	96.8	2	93
	HEATHROW	AER LINGUS	S	D	93	0	0	2.2	61.3	23.7	5.4	4.3	0.0	3.2	0.0	0.0	0.0	0.0	8	96.8	3	93
	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

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

		Origin/Destinations: S																	MAY 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
	STANSTED	RYANAIR	S	A	51	0	1	0.0	21.2	25.0	13.5	21.2	9.6	3.8	1.9	1.9	0.0	1.9	42	94.2	4	52
	STANSTED	RYANAIR	S	D	51	0	1	0.0	0.0	25.0	21.2	30.8	13.5	3.8	3.8	0.0	0.0	1.9	46	73.1	13	52
	MANCHESTER	RYANAIR	S	A	21	0	0	0.0	38.1	28.6	4.8	19.0	4.8	4.8	0.0	0.0	0.0	0.0	22	82.4	9	17
	MANCHESTER	RYANAIR	S	D	21	0	0	0.0	4.8	52.4	14.3	14.3	9.5	4.8	0.0	0.0	0.0	0.0	28	64.7	13	17
<b>TOTAL SHANNON</b>					<b>532</b>	<b>0</b>	<b>2</b>	<b>13.3</b>	<b>33.7</b>	<b>26.8</b>	<b>8.4</b>	<b>10.7</b>	<b>3.6</b>	<b>1.9</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>0.4</b>	<b>17</b>	<b>85.1</b>	<b>7</b>	<b>505</b>
SIBIU																						
	LUTON	WIZZ AIR	S	A	22	0	0	4.5	36.4	18.2	9.1	18.2	9.1	4.5	0.0	0.0	0.0	0.0	25	72.7	7	22
	LUTON	WIZZ AIR	S	D	22	0	0	0.0	4.5	31.8	13.6	27.3	18.2	4.5	0.0	0.0	0.0	0.0	40	86.4	15	22
<b>TOTAL SIBIU</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>20.5</b>	<b>25.0</b>	<b>11.4</b>	<b>22.7</b>	<b>13.6</b>	<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32</b>	<b>79.5</b>	<b>11</b>	<b>44</b>
SINGAPORE																						
	GATWICK	NORWEGIAN AIR UK LTD	S	A	18	0	0	27.8	33.3	11.1	16.7	0.0	5.6	0.0	5.6	0.0	0.0	0.0	29	0.0	0	0
	GATWICK	NORWEGIAN AIR UK LTD	S	D	17	0	0	0.0	41.2	29.4	17.6	5.9	5.9	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	41.9	45.2	9.7	0.0	0.0	0.0	0.0	3.2	0.0	0.0	0.0	10	90.3	8	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	19.4	38.7	16.1	12.9	9.7	0.0	3.2	0.0	0.0	0.0	25	89.7	9	29
	HEATHROW	SINGAPORE AIRLINES	S	A	124	0	0	12.1	33.9	35.5	14.5	2.4	0.8	0.0	0.8	0.0	0.0	0.0	9	65.5	14	116
	HEATHROW	SINGAPORE AIRLINES	S	D	124	0	0	0.0	35.5	50.0	5.6	5.6	3.2	0.0	0.0	0.0	0.0	0.0	9	83.6	8	116
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	9.1	54.5	22.7	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	95.5	3	22
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	0.0	40.9	31.8	18.2	4.5	4.5	0.0	0.0	0.0	0.0	0.0	12	72.7	17	21
<b>TOTAL SINGAPORE</b>					<b>389</b>	<b>0</b>	<b>0</b>	<b>9.0</b>	<b>36.0</b>	<b>36.0</b>	<b>11.1</b>	<b>4.1</b>	<b>2.8</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11</b>	<b>78.6</b>	<b>11</b>	<b>335</b>
SKIATHOS																						
	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	12	0.0	0	0
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	6	0	0	0.0	33.3	16.7	0.0	33.3	0.0	16.7	0.0	0.0	0.0	0.0	45	83.3	5	6
	BIRMINGHAM	TUI AIRWAYS LTD	C	D	8	0	0	0.0	0.0	75.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	38	87.5	9	8
	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	12	100.0	0	1
	BRISTOL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	20	50.0	60	4
	BRISTOL	TUI AIRWAYS LTD	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	1
	EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	D	4	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	4
	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	58	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	50.0	14	3



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		NUMBER OF FLIGHTS													PERCENTAGE OF FLIGHTS LATE					MAY 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		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						
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	100.0	7	1						
GATWICK		THOMAS COOK AIRLINES LTD		S	A	10	0	0	20.0	10.0	20.0	10.0	10.0	10.0	20.0	0.0	0.0	0.0	48	87.5	13	8						
GATWICK		THOMAS COOK AIRLINES LTD		S	D	11	0	0	0.0	0.0	72.7	0.0	18.2	0.0	9.1	0.0	0.0	0.0	29	87.5	14	8						
GATWICK		TUI AIRWAYS LTD		C	A	6	0	0	0.0	0.0	33.3	33.3	16.7	16.7	0.0	0.0	0.0	0.0	29	83.3	4	6						
GATWICK		TUI AIRWAYS LTD		C	D	8	0	0	0.0	0.0	50.0	37.5	0.0	12.5	0.0	0.0	0.0	0.0	21	100.0	5	8						
LUTON		TUI AIRWAYS LTD		C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	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	17	66.7	14	3						
STANSTED		THOMAS COOK AIRLINES LTD		S	A	4	0	0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	0	4						
STANSTED		THOMAS COOK AIRLINES 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	9	100.0	3	4						
MANCHESTER		EUROPE AIRPOST		C	A	2	1	0	0.0	0.0	0.0	33.3	33.3	0.0	0.0	0.0	33.3	0.0	35	100.0	4	4						
MANCHESTER		EUROPE AIRPOST		C	D	3	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	9	4						
MANCHESTER		THOMAS COOK AIRLINES LTD		S	A	9	4	1	7.1	21.4	7.1	7.1	0.0	14.3	0.0	7.1	0.0	28.6	7.1	48	84.6	14	12					
MANCHESTER		THOMAS COOK AIRLINES LTD		S	D	13	0	0	0.0	15.4	46.2	15.4	7.7	15.4	0.0	0.0	0.0	0.0	26	84.6	26	13						
MANCHESTER		TUI AIRWAYS LTD		C	A	6	0	0	0.0	0.0	0.0	33.3	50.0	16.7	0.0	0.0	0.0	0.0	45	83.3	7	6						
MANCHESTER		TUI AIRWAYS LTD		C	D	8	0	0	0.0	12.5	50.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	19	100.0	5	8						
NEWCASTLE		THOMAS COOK AIRLINES LTD		S	A	0	1	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0	100.0	0	4						
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	5	100.0	1	4						
<b>TOTAL SKIATHOS</b>						<b>114</b>	<b>7</b>	<b>1</b>	<b>4.9</b>	<b>8.2</b>	<b>40.2</b>	<b>16.4</b>	<b>11.5</b>	<b>7.4</b>	<b>3.3</b>	<b>1.6</b>	<b>0.0</b>	<b>5.7</b>	<b>0.8</b>	<b>28</b>	<b>85.5</b>	<b>12</b>	<b>129</b>					
SKOPJE																												
LUTON		WIZZ AIR		S	A	19	0	0	15.8	52.6	21.1	5.3	5.3	0.0	0.0	0.0	0.0	0.0	4	100.0	2	22						
LUTON		WIZZ AIR		S	D	19	0	0	0.0	0.0	52.6	15.8	10.5	21.1	0.0	0.0	0.0	0.0	28	54.5	16	22						
<b>TOTAL SKOPJE</b>						<b>38</b>	<b>0</b>	<b>0</b>	<b>7.9</b>	<b>26.3</b>	<b>36.8</b>	<b>10.5</b>	<b>7.9</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16</b>	<b>77.3</b>	<b>9</b>	<b>44</b>						
SOFIA																												
BIRMINGHAM		RYANAIR		S	A	14	0	0	14.3	42.9	21.4	7.1	7.1	7.1	0.0	0.0	0.0	0.0	13	92.3	2	13						
BIRMINGHAM		RYANAIR		S	D	14	0	0	0.0	0.0	57.1	0.0	14.3	21.4	7.1	0.0	0.0	0.0	41	84.6	7	13						
BIRMINGHAM		WIZZ AIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	84.6	7	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	46.2	16	13						
BRISTOL		WIZZ AIR		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	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	100.0	1	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	100.0	0	9						

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	WIZZ AIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9
	EAST MIDLANDS INTERNATIONAL	BH AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	1
	GLASGOW	RYANAIR	S	A	9	0	0	11.1	44.4	33.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	9
	GLASGOW	RYANAIR	S	D	9	0	0	0.0	0.0	33.3	22.2	33.3	11.1	0.0	0.0	0.0	0.0	0.0	30	44.4	25	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	11.1	22.2	33.3	0.0	11.1	22.2	0.0	0.0	0.0	0.0	0.0	24	88.9	4	9
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	9	0	0	0.0	0.0	44.4	0.0	22.2	22.2	11.1	0.0	0.0	0.0	0.0	47	88.9	4	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	3.2	35.5	29.0	12.9	12.9	0.0	3.2	3.2	0.0	0.0	0.0	22	74.2	10	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	19.4	67.7	6.5	0.0	6.5	0.0	0.0	0.0	0.0	0.0	9	93.5	7	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	10.7	32.1	14.3	21.4	10.7	7.1	3.6	0.0	0.0	0.0	0.0	21	83.9	50	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	0.0	17.9	60.7	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11	93.5	6	31
	HEATHROW	BULGARIA AIR	S	A	21	0	0	23.8	52.4	14.3	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	5	86.4	8	22
	HEATHROW	BULGARIA AIR	S	D	21	0	0	0.0	4.8	47.6	23.8	23.8	0.0	0.0	0.0	0.0	0.0	0.0	18	63.6	16	22
	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	WIZZ AIR	S	A	74	0	1	30.7	38.7	16.0	2.7	5.3	5.3	0.0	0.0	0.0	0.0	1.3	9	97.4	2	76
	LUTON	WIZZ AIR	S	D	74	0	1	0.0	4.0	50.7	14.7	21.3	8.0	0.0	0.0	0.0	0.0	1.3	24	81.6	10	76
	STANSTED	RYANAIR	S	A	62	0	0	4.8	27.4	19.4	8.1	24.2	11.3	3.2	1.6	0.0	0.0	0.0	32	85.5	6	62
	STANSTED	RYANAIR	S	D	62	0	0	0.0	4.8	72.6	11.3	4.8	3.2	1.6	1.6	0.0	0.0	0.0	17	90.3	6	62
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	14.3	50.0	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	18	94.1	6	17
	MANCHESTER	EASYJET AIRLINE COMPANY 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	0.0	11	88.2	8	17
<b>TOTAL SOFIA</b>					<b>524</b>	<b>0</b>	<b>2</b>	<b>7.6</b>	<b>21.7</b>	<b>39.5</b>	<b>9.7</b>	<b>12.4</b>	<b>6.8</b>	<b>1.3</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.4</b>	<b>19</b>	<b>86.3</b>	<b>9</b>	<b>604</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	0.0	0	67.6	16	34
	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	76.7	9	30
	ABERDEEN	FLYBE LTD	S	A	33	0	10	11.6	34.9	7.0	7.0	4.7	2.3	4.7	4.7	0.0	0.0	23.3	30	100.0	0	2
	ABERDEEN	FLYBE LTD	S	D	36	0	10	0.0	32.6	28.3	2.2	6.5	2.2	0.0	6.5	0.0	0.0	21.7	28	100.0	0	2
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	A	90	0	0	14.4	57.8	16.7	2.2	3.3	4.4	1.1	0.0	0.0	0.0	0.0	7	92.0	7	88
	BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	D	90	0	0	0.0	42.2	51.1	2.2	0.0	4.4	0.0	0.0	0.0	0.0	0.0	4	95.5	3	89
	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	100.0	0	1
	BIRMINGHAM	FLYBE 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	0.0	2	0.0	0	0
	BOURNEMOUTH	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	20	1

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	PROAIR AVIATION	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	
	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	100.0	2	1	
	EAST MIDLANDS INTERNATIONAL	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	0	1	
	EDINBURGH	FLYBE LTD	S	A	113	0	1	6.1	43.0	35.1	6.1	4.4	2.6	1.8	0.0	0.0	0.0	0.9	10	84.6	6	169	
	EDINBURGH	FLYBE LTD	S	D	114	0	0	0.0	31.6	58.8	4.4	2.6	1.8	0.0	0.9	0.0	0.0	0.0	8	86.4	7	169	
	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		
	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	100.0	5	1		
	GLASGOW	FLYBE LTD	S	A	126	0	0	11.1	45.2	23.0	9.5	6.3	4.8	0.0	0.0	0.0	0.0	0.0	10	88.4	7	164	
	GLASGOW	FLYBE LTD	S	D	126	0	0	0.0	38.1	45.2	7.9	6.3	2.4	0.0	0.0	0.0	0.0	0.0	8	90.9	5	164	
	JERSEY	BLUE ISLANDS LIMITED	S	A	88	0	0	8.0	58.0	20.5	3.4	5.7	1.1	3.4	0.0	0.0	0.0	0.0	10	84.3	13	89	
	JERSEY	BLUE ISLANDS LIMITED	S	D	88	0	0	0.0	40.9	47.7	5.7	3.4	1.1	1.1	0.0	0.0	0.0	0.0	8	82.2	9	90	
	JERSEY	FLYBE LTD	S	A	61	0	1	0.0	51.6	27.4	9.7	6.5	3.2	0.0	0.0	0.0	0.0	1.6	10	83.1	6	65	
	JERSEY	FLYBE LTD	S	D	62	0	0	0.0	38.7	35.5	11.3	8.1	6.5	0.0	0.0	0.0	0.0	0.0	13	75.4	13	65	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	A	73	1	13	60.9	9.2	10.3	0.0	1.1	2.3	0.0	0.0	0.0	1.1	14.9	3	75.0	15	77	
	LEEDS BRADFORD	EASTERN AIRWAYS	S	D	75	0	13	0.0	12.5	53.4	5.7	8.0	3.4	1.1	1.1	0.0	0.0	14.8	15	65.1	19	77	
	LIVERPOOL (JOHN LENNON)	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	0	0	
	LIVERPOOL (JOHN LENNON)	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	3	1	
	LIVERPOOL (JOHN LENNON)	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
	MANCHESTER	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	25	1	
	MANCHESTER	FLYBE LTD	S	A	184	0	2	8.6	54.3	19.9	3.8	4.3	8.1	0.0	0.0	0.0	0.0	1.1	11	89.1	7	138	
	MANCHESTER	FLYBE LTD	S	D	184	0	2	0.0	34.4	46.8	8.6	4.8	4.3	0.0	0.0	0.0	0.0	1.1	9	89.9	6	138	
	MANCHESTER	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	
	MANCHESTER	MALETH AERO	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	
	NEWCASTLE	FLYBE LTD	S	A	80	0	1	11.1	63.0	9.9	3.7	7.4	1.2	2.5	0.0	0.0	0.0	1.2	9	92.5	3	107	
	NEWCASTLE	FLYBE LTD	S	D	80	0	1	0.0	33.3	42.0	8.6	8.6	3.7	2.5	0.0	0.0	0.0	1.2	15	86.9	6	107	
	DURHAM TEES VALLEY	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	0	1	
	DURHAM TEES VALLEY	MALETH AERO	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	55	1	
<b>TOTAL SOUTHAMPTON</b>					<b>1709</b>	<b>3</b>	<b>54</b>	<b>7.1</b>	<b>40.7</b>	<b>33.5</b>	<b>5.7</b>	<b>4.9</b>	<b>3.6</b>	<b>0.8</b>	<b>0.4</b>	<b>0.0</b>	<b>0.2</b>	<b>3.1</b>	<b>10</b>	<b>85.5</b>	<b>8</b>	<b>1874</b>	
SOUTHEND																							
	BIRMINGHAM	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	63	0.0	55	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	38	1	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	FLYBE LTD	S	A	43	0	3	2.2	39.1	26.1	10.9	6.5	6.5	2.2	0.0	0.0	0.0	6.5	16	0.0	0	0	
	GLASGOW	FLYBE LTD	S	D	43	0	3	0.0	45.7	21.7	10.9	8.7	4.3	2.2	0.0	0.0	0.0	6.5	16	0.0	0	0	
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	15.4	46.2	15.4	0.0	15.4	7.7	0.0	0.0	0.0	0.0	0.0	12	100.0	1	17	
	JERSEY	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	7.7	53.8	7.7	0.0	15.4	15.4	0.0	0.0	0.0	0.0	0.0	18	100.0	4	17	
	GATWICK	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	12	0.0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0	
	LONDON CITY	KLM	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		
	LUTON	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	
	MANCHESTER	FLYBE LTD	S	A	77	0	3	0.0	38.8	41.3	5.0	7.5	3.8	0.0	0.0	0.0	0.0	3.8	10	0.0	0	0	
	MANCHESTER	FLYBE LTD	S	D	76	0	4	0.0	28.8	50.0	8.8	3.8	3.8	0.0	0.0	0.0	0.0	5.0	8	0.0	0	0	
	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	17	0.0	0	0	
	MANCHESTER	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	24	1	
<b>TOTAL SOUTHEND SPLIT</b>					<b>270</b>	<b>0</b>	<b>15</b>	<b>1.4</b>	<b>37.2</b>	<b>35.4</b>	<b>7.7</b>	<b>7.0</b>	<b>5.3</b>	<b>0.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.3</b>	<b>12</b>	<b>91.9</b>	<b>5</b>	<b>37</b>	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	0.0	0.0	20.0	0.0	40.0	20.0	0.0	0.0	20.0	0.0	0.0	322	50.0	269	6	
	BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	0.0	0.0	66.7	16.7	0.0	16.7	0.0	0.0	0.0	0.0	0.0	24	83.3	10	6	
	BIRMINGHAM	JET2.COM LTD	S	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	101	0.0	0	0	
	BIRMINGHAM	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	0.0	0	0	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	16.7	44.4	27.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	2	15	
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	0.0	11.1	61.1	27.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	86.7	7	15	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	0.0	40.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	100.0	3	4	
	EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	4	4	
	EDINBURGH	JET2.COM LTD	S	A	3	0	0	0.0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	99	100.0	0	5	
	EDINBURGH	JET2.COM LTD	S	D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	37	100.0	3	5	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	25.0	12.5	25.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	35	87.5	5	8	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	37.5	12.5	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	2	8	
	LEEDS BRADFORD	JET2.COM LTD	S	A	5	0	0	20.0	20.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17	80.0	10	5	
	LEEDS BRADFORD	JET2.COM 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	22	60.0	17	5	

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

		Origin/Destinations: S																	MAY 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	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GATWICK	CROATIA AIRLINES	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	0.0	7	44.4	25	9
GATWICK	CROATIA AIRLINES	S	D	8	0	0	0.0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	19	33.3	35	9
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	11.1	30.6	22.2	11.1	8.3	11.1	5.6	0.0	0.0	0.0	0.0	0.0	25	80.6	7	36
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	0.0	25.0	55.6	5.6	8.3	2.8	2.8	0.0	0.0	0.0	0.0	0.0	13	83.3	10	36
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	6	0	0	33.3	33.3	0.0	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0
GATWICK	NORWEGIAN AIR INTERNATIONAL	C	D	8	0	0	0.0	50.0	37.5	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	9	0	0	0.0	22.2	44.4	11.1	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	23	66.7	20	9
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	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	22	55.6	20	9
GATWICK	THOMAS COOK AIRLINES LTD	S	A	6	0	0	0.0	33.3	16.7	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0
GATWICK	THOMAS COOK AIRLINES LTD	S	D	6	0	0	0.0	16.7	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	0.0	0	0
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	0.0	51	2
GATWICK	TUI AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	24	4
HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	7.1	28.6	42.9	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	83.3	15	12
HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	0.0	14.3	71.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	83.3	18	12
HEATHROW	CROATIA AIRLINES	S	A	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	6	4
HEATHROW	CROATIA AIRLINES	S	D	2	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16	50.0	17	4
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	9.1	18.2	27.3	18.2	9.1	9.1	9.1	0.0	0.0	0.0	0.0	0.0	30	81.3	6	16
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	0.0	63.6	22.7	9.1	0.0	4.5	0.0	0.0	0.0	0.0	0.0	18	100.0	6	16
LUTON	WIZZ AIR	S	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	115	0.0	0	0
LUTON	WIZZ AIR	S	D	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	86	0.0	0	0
STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	16.7	27.8	11.1	5.6	11.1	11.1	5.6	11.1	0.0	0.0	0.0	0.0	55	88.2	4	17
STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	0.0	27.8	50.0	5.6	5.6	0.0	5.6	5.6	0.0	0.0	0.0	0.0	30	94.1	5	17
STANSTED	JET2.COM LTD	S	A	4	0	0	0.0	0.0	25.0	25.0	0.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	83	0.0	0	0
STANSTED	JET2.COM LTD	S	D	4	0	0	0.0	0.0	25.0	0.0	50.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	63	0.0	0	0
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	42.9	35.7	7.1	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	9
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	7.1	71.4	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	14	77.8	7	9
MANCHESTER	JET2.COM LTD	S	A	10	0	0	10.0	20.0	20.0	20.0	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0	33	90.0	3	10

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 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)
MANCHESTER		JET2.COM LTD		S D		10 0		0 0		0.0 20.0		10.0 50.0		10.0 10.0		0.0 0.0		0.0 0.0		27 90.0		4	10								
MANCHESTER		THOMAS COOK AIRLINES LTD		S A		11 0		0 0		9.1 36.4		18.2 18.2		0.0 18.2		0.0 0.0		0.0 0.0		18 100.0		2	8								
MANCHESTER		THOMAS COOK AIRLINES LTD		S D		11 0		0 0		0.0 9.1		54.5 0.0		27.3 9.1		0.0 0.0		0.0 0.0		22 87.5		6	8								
MANCHESTER		TUI AIRWAYS LTD		C A		7 0		0 0		0.0 42.9		42.9 0.0		14.3 0.0		0.0 0.0		0.0 0.0		10 100.0		0	3								
MANCHESTER		TUI AIRWAYS LTD		C D		8 0		0 0		0.0 0.0		75.0 12.5		0.0 12.5		0.0 0.0		0.0 0.0		11 100.0		0	4								
<b>TOTAL SPLIT</b>						<b>442 0</b>		<b>0 0</b>		<b>5.9 21.3</b>		<b>39.4 13.3</b>		<b>8.1 7.2</b>		<b>3.4 0.9</b>		<b>0.5 0.0</b>		<b>0.0 0.0</b>		<b>26 83.0</b>		<b>13</b>	<b>359</b>						
ST JOHNS																															
HEATHROW		AIR CANADA		S A		24 0		2 7.7		23.1 23.1		7.7 19.2		3.8 3.8		3.8 0.0		0.0 0.0		7.7 30		43.3	58	30							
HEATHROW		AIR CANADA		S D		23 0		3 0.0		53.8 23.1		7.7 0.0		0.0 0.0		3.8 0.0		0.0 0.0		11.5 14		93.3	3	30							
<b>TOTAL ST JOHNS</b>						<b>47 0</b>		<b>5 3.8</b>		<b>38.5 23.1</b>		<b>7.7 9.6</b>		<b>1.9 1.9</b>		<b>3.8 0.0</b>		<b>0.0 0.0</b>		<b>9.6 22</b>		<b>68.3</b>	<b>31</b>	<b>60</b>							
ST KITTS																															
GATWICK		BRITISH AIRWAYS PLC		S A		9 0		0 11.1		44.4 44.4		0.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		4 75.0		105	8								
GATWICK		BRITISH AIRWAYS PLC		S D		9 0		0 0.0		44.4 22.2		22.2 11.1		0.0 0.0		0.0 0.0		0.0 0.0		10 77.8		9	9								
<b>TOTAL ST KITTS</b>						<b>18 0</b>		<b>0 5.6</b>		<b>44.4 33.3</b>		<b>11.1 5.6</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>7 76.5</b>		<b>55</b>	<b>17</b>						
ST LUCIA (HEWANORRA)																															
GATWICK		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		10 100.0		6	3								
GATWICK		TUI AIRWAYS LTD		C D		5 0		0 0.0		20.0 60.0		20.0 0.0		0.0 0.0		0.0 0.0		0.0 0.0		7 75.0		12	4								
GATWICK		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 80.0		10	5								
GATWICK		VIRGIN ATLANTIC AIRWAYS LTD		S D		4 0		0 0.0		50.0 25.0		0.0 25.0		0.0 0.0		0.0 0.0		0.0 0.0		13 77.8		22	9								
<b>TOTAL ST LUCIA (HEWANORRA)</b>						<b>14 0</b>		<b>0 0.0</b>		<b>28.6 50.0</b>		<b>7.1 14.3</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>10 81.0</b>		<b>15</b>	<b>21</b>								
ST PETERSBURG																															
GATWICK		ROSSIYA AIRLINES		S A		31 0		0 16.1		58.1 16.1		6.5 3.2		0.0 0.0		0.0 0.0		0.0 0.0		4 0.0		0	0								
GATWICK		ROSSIYA AIRLINES		S D		31 0		0 3.2		54.8 29.0		6.5 3.2		3.2 0.0		0.0 0.0		0.0 0.0		6 0.0		0	0								
HEATHROW		BRITISH AIRWAYS PLC		S A		31 0		0 51.6		32.3 3.2		9.7 3.2		0.0 0.0		0.0 0.0		0.0 0.0		3 77.4		58	31								
HEATHROW		BRITISH AIRWAYS PLC		S D		31 0		0 0.0		45.2 45.2		9.7 0.0		0.0 0.0		0.0 0.0		0.0 0.0		4 74.2		14	31								
<b>TOTAL ST PETERSBURG</b>						<b>124 0</b>		<b>0 17.7</b>		<b>47.6 23.4</b>		<b>8.1 2.4</b>		<b>0.8 0.8</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>0.0 0.0</b>		<b>4 75.8</b>		<b>36</b>	<b>62</b>						
STANSTED																															
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		0 100.0		7	1								
BELFAST INTERNATIONAL		EASYJET AIRLINE COMPANY LTD		S A		118 0		1 6.7		31.9 26.1		9.2 7.6		10.1 5.9		1.7 0.0		0.0 0.0		0.8 28		76.0	13	121							
BELFAST INTERNATIONAL		EASYJET AIRLINE COMPANY LTD		S D		118 0		1 0.0		21.8 41.2		13.4 5.9		8.4 6.7		1.7 0.0		0.0 0.0		0.8 29		73.6	15	121							
BELFAST INTERNATIONAL		JET2.COM LTD		C A		1 0		0 0.0		0.0 0.0		0.0 100.0		0.0 0.0		0.0 0.0		0.0 0.0		39 0.0		0	0								

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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				
BELFAST INTERNATIONAL	RYANAIR	S A	93	0	0	24.7	33.3	18.3	8.6	7.5	4.3	1.1	0.0	2.2	0.0	0.0	44	0.0	0	0	
BELFAST INTERNATIONAL	RYANAIR	S D	93	0	0	0.0	26.9	51.6	9.7	6.5	5.4	0.0	0.0	0.0	0.0	0.0	12	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	
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	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	64	0.0	0	0	
BIRMINGHAM	PRIMERA AIR SCANDINAVIA	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	
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	12	1	
BIRMINGHAM	RYANAIR	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	35	2	
BIRMINGHAM	TUI AIRWAYS LTD	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
BRISTOL	BMI REGIONAL	S A	2	0	0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	110	0.0	0	0	
EAST MIDLANDS INTERNATIONAL	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	48	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	0.0	100.0	0	0.0	0	0	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	110	0	2	12.5	23.2	22.3	12.5	13.4	8.9	1.8	3.6	0.0	0.0	1.8	30	64.9	24	114	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	111	0	1	0.9	33.0	31.3	13.4	7.1	8.9	1.8	2.7	0.0	0.0	0.9	24	61.4	23	114	
EDINBURGH	RYANAIR	S A	116	0	0	0.9	12.1	24.1	19.8	25.0	15.5	2.6	0.0	0.0	0.0	0.0	33	79.3	8	116	
EDINBURGH	RYANAIR	S D	117	0	0	0.0	12.0	33.3	23.9	17.1	12.0	0.9	0.9	0.0	0.0	0.0	28	73.3	9	116	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S A	89	0	0	5.6	27.0	37.1	12.4	7.9	7.9	2.2	0.0	0.0	0.0	0.0	19	83.5	7	85	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S D	89	0	0	0.0	46.1	29.2	12.4	6.7	3.4	2.2	0.0	0.0	0.0	0.0	13	91.8	5	85	
GLASGOW	RYANAIR	S A	78	0	3	0.0	21.0	30.9	13.6	21.0	9.9	0.0	0.0	0.0	0.0	3.7	23	86.4	7	81	
GLASGOW	RYANAIR	S D	78	0	3	0.0	14.8	34.6	16.0	19.8	11.1	0.0	0.0	0.0	0.0	3.7	24	82.7	10	81	
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	100.0	13	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	100.0	0	1	
LIVERPOOL (JOHN LENNON)	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	0.0	0	0.0	48	1	
GATWICK	AURIGNY AIR SERVICES	S A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	64	1	
GATWICK	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	16	1	
GATWICK	JET2.COM LTD	S D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	1	
LUTON	BLUE AIR TRANSPORT AERIAN	S A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0	
LUTON	EASYJET 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	31	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	100.0	0	1	

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

		Origin/Destinations: S																	MAY 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
								100.0	0.0	0.0	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	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	22	1
	LUTON	RYANAIR	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0
	LUTON	RYANAIR	S	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	43	0.0	0	0
	MANCHESTER	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 STANSTED</b>					<b>1223</b>	<b>0</b>	<b>12</b>	<b>4.3</b>	<b>24.8</b>	<b>31.2</b>	<b>14.0</b>	<b>12.2</b>	<b>9.1</b>	<b>2.3</b>	<b>1.0</b>	<b>0.2</b>	<b>0.0</b>	<b>1.0</b>	<b>26</b>	<b>75.9</b>	<b>13</b>	<b>1048</b>
STAVANGER																						
	ABERDEEN	SAS	S	A	45	0	2	0.0	63.8	21.3	6.4	4.3	0.0	0.0	0.0	0.0	0.0	4.3	4	93.0	5	57
	ABERDEEN	SAS	S	D	46	0	1	2.1	66.0	17.0	8.5	4.3	0.0	0.0	0.0	0.0	0.0	2.1	5	92.9	4	56
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	A	45	0	1	10.9	60.9	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	1	90.9	7	44
	ABERDEEN	WIDEROE FLYVESELSKAP A/S	S	D	45	0	1	2.2	65.2	30.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0	93.2	14	44
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	14	87.5	4	8
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	9	0	0	0.0	55.6	22.2	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	100.0	3	8
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	27	0	0	11.1	70.4	3.7	7.4	3.7	3.7	0.0	0.0	0.0	0.0	0.0	8	92.6	3	27
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	27	0	0	3.7	63.0	14.8	3.7	11.1	3.7	0.0	0.0	0.0	0.0	0.0	11	81.5	6	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	89.7	5	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	82.8	5	29
	HEATHROW	SAS	S	A	49	0	0	14.3	57.1	12.2	6.1	10.2	0.0	0.0	0.0	0.0	0.0	0.0	6	96.0	3	50
	HEATHROW	SAS	S	D	49	0	0	0.0	59.2	28.6	8.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0	4	98.0	2	50
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	0	7
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	5	7
	NEWCASTLE	BMI REGIONAL	S	A	22	0	0	0.0	72.7	18.2	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	11	95.2	4	21
	NEWCASTLE	BMI REGIONAL	S	D	22	0	0	0.0	31.8	63.6	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	13	95.2	3	21
<b>TOTAL STAVANGER</b>					<b>411</b>	<b>0</b>	<b>5</b>	<b>4.8</b>	<b>60.3</b>	<b>23.3</b>	<b>5.3</b>	<b>3.8</b>	<b>0.7</b>	<b>0.0</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1.2</b>	<b>5</b>	<b>91.8</b>	<b>5</b>	<b>485</b>
STOCKHOLM (ARLANDA)																						
	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	91.7	3	12
	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	91.7	9	12
	BIRMINGHAM	SAS	S	A	7	0	1	0.0	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	4	0.0	0	0
	BIRMINGHAM	SAS	S	D	7	0	1	0.0	50.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	2	0.0	0	0
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	33.3	55.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		NUMBER OF FLIGHTS											PERCENTAGE OF FLIGHTS LATE					MAY 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	
BRISTOL	EASYJET AIRLINE COMPANY 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	0.0	14	0.0	0	0				
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	A	5	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0				
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S	D	5	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0				
EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	9	0	0	0.0	55.6	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	69.2	9	13				
EDINBURGH	NORWEGIAN AIR SHUTTLE	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	0.0	19	53.8	15	13				
EDINBURGH	SAS	S	A	33	0	1	5.9	29.4	41.2	14.7	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2.9	8	75.0	12	28				
EDINBURGH	SAS	S	D	33	0	1	2.9	29.4	41.2	11.8	2.9	8.8	0.0	0.0	0.0	0.0	0.0	2.9	14	64.3	15	28				
ISLE OF MAN	BRAATHENS REGIONAL AVIATION	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20	0.0	0	0				
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	135	0	0	17.8	39.3	22.2	8.1	4.4	4.4	1.5	2.2	0.0	0.0	0.0	0.0	17	76.5	13	136				
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	134	0	1	0.0	42.2	34.8	9.6	8.1	3.0	0.7	0.7	0.0	0.0	0.7	13	73.3	18	134					
GATWICK	NORWEGIAN AIR SHUTTLE	S	A	4	0	0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	25.0	36	4				
GATWICK	NORWEGIAN AIR SHUTTLE	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	0.0	11	25.0	32	4				
HEATHROW	BRITISH AIRWAYS PLC	S	A	169	0	0	29.6	44.4	12.4	4.7	4.7	3.0	1.2	0.0	0.0	0.0	0.0	0.0	7	88.1	8	168				
HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	0.0	38.8	46.5	6.5	4.7	2.9	0.6	0.0	0.0	0.0	0.0	0.0	10	83.3	10	168				
HEATHROW	SAS	S	A	111	0	5	4.3	30.2	34.5	8.6	9.5	6.9	1.7	0.0	0.0	0.0	4.3	17	74.7	10	174					
HEATHROW	SAS	S	D	111	0	5	0.0	48.3	29.3	6.0	5.2	5.2	0.9	0.0	0.9	0.0	4.3	14	91.3	5	173					
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	A	62	0	0	1.6	33.9	37.1	12.9	11.3	1.6	0.0	1.6	0.0	0.0	0.0	0.0	16	0.0	0	0				
HEATHROW	SCANDINAVIAN AIRLINES IRELAND LTD	S	D	61	0	0	0.0	42.6	42.6	9.8	3.3	0.0	0.0	1.6	0.0	0.0	0.0	0.0	9	0.0	0	0				
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	35.3	17.6	17.6	17.6	5.9	0.0	5.9	0.0	0.0	0.0	0.0	28	83.3	22	18				
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	29.4	17.6	17.6	29.4	0.0	5.9	0.0	0.0	0.0	0.0	0.0	24	83.3	17	18				
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	0.0	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	0.0	0	88.9	7	9				
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	7	9				
MANCHESTER	AEROFLOT	C	A	0	0	0	0.0	0.0	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	AEROFLOT	C	D	0	0	0	0.0	0.0	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 MAY 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	ALK Airlines/Air Lubo	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.0	95	1
MANCHESTER	ALK Airlines/Air Lubo	C D	0	0	0	0	0	0.0	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	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	0	0.0	78	1
MANCHESTER	ENTER AIR	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	100.0	0	1
MANCHESTER	EVELOP	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.0	80	1
MANCHESTER	EVELOP	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	100.0	0	1
MANCHESTER	MISTRAL 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	0	0.0	30	1
MANCHESTER	MISTRAL 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	0	0.0	30	1
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	0	75.0	9	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	0.0	0	0	0	0	83.3	8	12
MANCHESTER	NORWEGIAN AIR SHUTTLE	S A	8	0	0	0	0	0.0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	9			
MANCHESTER	NORWEGIAN AIR SHUTTLE	S D	8	0	0	0	0	0.0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	21	44.4	20	9			
MANCHESTER	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	0	0	0	0.0	43	2
MANCHESTER	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	100.0	0	2			
MANCHESTER	SAS	S A	59	0	1	3.3	56.7	26.7	6.7	3.3	1.7	0.0	0.0	0.0	0.0	1.7	7	91.2	4	56				
MANCHESTER	SAS	S D	58	0	2	1.7	48.3	31.7	10.0	1.7	3.3	0.0	0.0	0.0	0.0	3.3	8	87.7	5	56				
MANCHESTER	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	0	0.0	81	1
MANCHESTER	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	100.0	8	1			
MANCHESTER	SMALL PLANET AIRLINES POLSKA	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1			
MANCHESTER	SMALL PLANET AIRLINES POLSKA	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1			
MANCHESTER	SMARTWINGS	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.0	68	3
MANCHESTER	SMARTWINGS	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	5			
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	0	0	0	0.0	65	1
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	100.0	0	1			
MANCHESTER	TRADE AIR	C A	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.0	50	1
MANCHESTER	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	0	0.0	74	1
MANCHESTER	TUI FLY NORDIC	C D	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0.0	225	1
NEWCASTLE	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	0.0	0	100.0	5	1			
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>1255</b>	<b>0</b>	<b>18</b>	<b>7.0</b>	<b>40.7</b>	<b>31.3</b>	<b>8.5</b>	<b>6.1</b>	<b>3.5</b>	<b>0.8</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>1.4</b>	<b>12</b>	<b>80.1</b>	<b>11</b>	<b>1308</b>		

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

		Origin/Destinations: S																	MAY 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	
STOCKHOLM (BROMMA)		LUTON	MHS AVIATION GMBH GRUENWALD	C	A	0	0	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	WINDJET SPA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	10	1	
<b>TOTAL STOCKHOLM (BROMMA)</b>						<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<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>	
STOCKHOLM (SKAVSTA)		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	100.0	0	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	100.0	2	1	
		STANSTED	RYANAIR	S	A	71	0	0	11.3	35.2	26.8	11.3	9.9	1.4	2.8	1.4	0.0	0.0	17	90.5	7	63	
		STANSTED	RYANAIR	S	D	71	0	0	0.0	4.2	43.7	35.2	7.0	5.6	2.8	1.4	0.0	0.0	26	87.1	9	62	
		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	100.0	0	1	
		STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1	
		MANCHESTER	DANISH AIR TRANSPORT	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
		MANCHESTER	DANISH AIR TRANSPORT	C	D	0	0	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	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	30	1	
		MANCHESTER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	46	1	
		MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	A	0	0	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	
		MANCHESTER	SMALL PLANET AIRLINES POLSKA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	59	2	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>						<b>142</b>	<b>0</b>	<b>0</b>	<b>5.6</b>	<b>19.7</b>	<b>35.2</b>	<b>23.2</b>	<b>8.5</b>	<b>3.5</b>	<b>2.8</b>	<b>1.4</b>	<b>0.0</b>	<b>0.0</b>	<b>21</b>	<b>85.4</b>	<b>9</b>	<b>137</b>	
STORNOWAY		ABERDEEN	EASTERN AIRWAYS	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	82.6	4	23	
		ABERDEEN	EASTERN AIRWAYS	S	D	1	0	1	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0	91.3	5	23	
		ABERDEEN	FLYBE LTD	S	A	40	0	3	23.3	27.9	16.3	9.3	2.3	9.3	2.3	2.3	0.0	0.0	7.0	23	0.0	0	0
		ABERDEEN	FLYBE LTD	S	D	38	0	9	0.0	29.8	34.0	6.4	2.1	6.4	2.1	0.0	0.0	19.1	18	0.0	0	0	
		BELFAST INTERNATIONAL	PEN-AVIA 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	41	1	
		EDINBURGH	LOGANAIR LTD	S	A	45	0	0	13.3	44.4	31.1	2.2	2.2	2.2	4.4	0.0	0.0	0.0	11	85.7	17	35	
		EDINBURGH	LOGANAIR LTD	S	D	45	0	0	0.0	40.0	46.7	4.4	2.2	4.4	2.2	0.0	0.0	0.0	11	82.9	12	35	
		GLASGOW	LOGANAIR LTD	S	A	108	0	3	16.2	41.4	28.8	2.7	2.7	2.7	0.9	1.8	0.0	0.0	2.7	10	82.0	13	100
		GLASGOW	LOGANAIR LTD	S	D	108	0	1	0.9	43.1	22.0	14.7	13.8	2.8	0.0	1.8	0.0	0.0	0.9	16	83.2	16	101
		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	27	1	

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

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	10	13		
	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	40.0	20	10		
<b>TOTAL STORNOWAY</b>					<b>386</b>	<b>0</b>	<b>18</b>	<b>8.7</b>	<b>39.4</b>	<b>28.2</b>	<b>7.2</b>	<b>5.4</b>	<b>4.0</b>	<b>1.5</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>14</b>	<b>81.9</b>	<b>13</b>	<b>342</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	100.0	0	2		
	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	3		
	STANSTED	RYANAIR	S	A	9	0	0	0.0	11.1	11.1	44.4	11.1	11.1	0.0	11.1	0.0	0.0	0.0	58	88.9	4	9	
	STANSTED	RYANAIR	S	D	9	0	0	0.0	0.0	77.8	11.1	0.0	0.0	0.0	11.1	0.0	0.0	0.0	29	100.0	4	9	
<b>TOTAL STRASBOURG</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>5.6</b>	<b>0.0</b>	<b>11.1</b>	<b>0.0</b>	<b>0.0</b>	<b>43</b>	<b>95.7</b>	<b>3</b>	<b>23</b>		
STUTTGART																							
	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	100.0	0	1		
	BIRMINGHAM	FLYBE LTD	S	A	48	0	0	8.3	41.7	27.1	4.2	10.4	6.3	0.0	2.1	0.0	0.0	0.0	15	79.6	9	52	
	BIRMINGHAM	FLYBE LTD	S	D	48	0	0	2.1	18.8	62.5	2.1	8.3	4.2	0.0	2.1	0.0	0.0	0.0	15	82.7	8	51	
	BRISTOL	EASTERN AIRWAYS	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
	BRISTOL	EASTERN AIRWAYS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	24	1		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	10	9	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	37.5	50.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	13	9	
	JERSEY	ADRIA 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	4	0.0	0	0	
	JERSEY	ADRIA AIRWAYS	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	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	100.0	0	1	
	JERSEY	SMALL PLANET AIRLINES GERMANY	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	90	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	40	0	2	11.9	38.1	14.3	4.8	14.3	11.9	0.0	0.0	0.0	0.0	4.8	19	64.4	17	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	40	0	3	0.0	18.6	37.2	14.0	9.3	14.0	0.0	0.0	0.0	0.0	7.0	23	53.3	24	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	8.6	37.9	27.6	8.6	6.9	10.3	0.0	0.0	0.0	0.0	0.0	15	74.1	12	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	0	0	0.0	36.2	44.8	10.3	3.4	5.2	0.0	0.0	0.0	0.0	0.0	10	86.2	9	58	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	A	77	0	3	3.8	26.3	31.3	12.5	16.3	3.8	0.0	2.5	0.0	0.0	3.8	21	0.0	0	0	
	HEATHROW	EUROWINGS LUFTVERKEHRS	S	D	77	0	3	0.0	20.0	38.8	12.5	13.8	8.8	0.0	2.5	0.0	0.0	3.8	24	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	78.5	13	79		
	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	83.5	12	79		

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		Origin/Destinations: S		PERCENTAGE OF FLIGHTS LATE											MAY 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
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		EUROWINGS LUFTVERKEHRS		S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	21	8	
STANSTED		EUROWINGS LUFTVERKEHRS		S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	37.5	26	8	
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	63.2	14	19	
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	57.9	15	19	
MANCHESTER		RYANAIR		S	A	22	0	0	13.6	36.4	13.6	13.6	0.0	9.1	9.1	4.5	0.0	0.0	0.0	32	76.9	13	26
MANCHESTER		RYANAIR		S	D	22	0	0	0.0	22.7	45.5	13.6	4.5	4.5	4.5	0.0	0.0	0.0	28	96.2	7	26	
<b>TOTAL STUTTGART SUCEAVA</b>						<b>509</b>	<b>0</b>	<b>11</b>	<b>4.6</b>	<b>29.4</b>	<b>35.0</b>	<b>9.6</b>	<b>9.6</b>	<b>7.5</b>	<b>0.6</b>	<b>1.5</b>	<b>0.0</b>	<b>0.0</b>	<b>2.1</b>	<b>19</b>	<b>75.5</b>	<b>13</b>	<b>594</b>
LUTON		WIZZ AIR		S	A	27	0	0	3.7	29.6	29.6	22.2	11.1	0.0	3.7	0.0	0.0	0.0	17	66.7	14	18	
LUTON		WIZZ AIR		S	D	27	0	0	0.0	3.7	74.1	11.1	7.4	0.0	3.7	0.0	0.0	0.0	17	55.6	17	18	
<b>TOTAL SUCEAVA</b>						<b>54</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>16.7</b>	<b>51.9</b>	<b>16.7</b>	<b>9.3</b>	<b>0.0</b>	<b>3.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17</b>	<b>61.1</b>	<b>16</b>	<b>36</b>	
GATWICK		IRAQI AIRWAYS		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	2	100.0	0	4	
GATWICK		IRAQI AIRWAYS		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	7	100.0	0	5	
<b>TOTAL SULAYMANIYAH INT</b>						<b>10</b>	<b>0</b>	<b>0</b>	<b>30.0</b>	<b>20.0</b>	<b>40.0</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>4</b>	<b>100.0</b>	<b>0</b>	<b>9</b>	
ABERDEEN		EASTERN AIRWAYS		S	A	73	0	10	36.1	12.0	12.0	4.8	8.4	8.4	3.6	1.2	1.2	0.0	12.0	29	80.0	28	70
ABERDEEN		EASTERN AIRWAYS		S	D	81	0	11	1.1	21.7	41.3	8.7	5.4	5.4	3.3	1.1	0.0	0.0	12.0	21	83.5	23	91
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	182	1	
ABERDEEN		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	170	1	
ABERDEEN		LOGANAIR LTD		S	A	122	0	6	12.5	52.3	18.8	2.3	3.9	3.9	1.6	0.0	0.0	4.7	10	89.4	9	123	
ABERDEEN		LOGANAIR LTD		S	D	124	0	5	0.0	41.9	41.1	4.7	3.9	3.9	0.8	0.0	0.0	3.9	9	86.1	9	137	
EDINBURGH		LOGANAIR LTD		S	A	98	0	5	15.5	52.4	19.4	1.9	2.9	1.0	1.9	0.0	0.0	4.9	7	80.5	22	81	
EDINBURGH		LOGANAIR LTD		S	D	102	0	2	1.0	48.1	36.5	3.8	4.8	3.8	0.0	0.0	0.0	1.9	8	78.6	18	83	
GLASGOW		LOGANAIR LTD		S	A	35	0	2	18.9	45.9	18.9	5.4	5.4	0.0	0.0	0.0	0.0	5.4	5	81.4	13	43	
GLASGOW		LOGANAIR LTD		S	D	36	0	1	0.0	35.1	40.5	5.4	5.4	5.4	5.4	0.0	0.0	2.7	18	75.6	16	45	
<b>TOTAL SUMBURGH</b>						<b>671</b>	<b>0</b>	<b>42</b>	<b>10.0</b>	<b>40.0</b>	<b>28.8</b>	<b>4.3</b>	<b>4.8</b>	<b>4.1</b>	<b>1.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>5.9</b>	<b>12</b>	<b>82.9</b>	<b>17</b>	<b>675</b>
LIVERPOOL (JOHN LENNON)		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	25	1	
HEATHROW		BRITISH AIRWAYS PLC		S	A	31	0	0	22.6	35.5	38.7	3.2	0.0	0.0	0.0	0.0	0.0	0.0	3	93.3	17	30	
HEATHROW		BRITISH AIRWAYS PLC		S	D	31	0	0	0.0	29.0	41.9	12.9	16.1	0.0	0.0	0.0	0.0	0.0	11	86.7	12	30	
HEATHROW		QANTAS		C	D	0	0	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 MAY 2018

Origin/Destinations: S

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	QANTAS	S	A	31	0	0	9.7	16.1	35.5	19.4	6.5	6.5	3.2	0.0	3.2	0.0	0.0	34	70.0	25	30	
	HEATHROW	QANTAS	S	D	31	0	1	0.0	28.1	37.5	21.9	6.3	0.0	0.0	0.0	3.1	0.0	3.1	45	96.8	4	31	
<b>TOTAL SYDNEY</b>					<b>124</b>	<b>0</b>	<b>1</b>	<b>8.0</b>	<b>27.2</b>	<b>38.4</b>	<b>14.4</b>	<b>7.2</b>	<b>1.6</b>	<b>0.8</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>0.8</b>	<b>23</b>	<b>86.2</b>	<b>14</b>	<b>123</b>	
SZCZECIN (GOLENOW)																							
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	11.1	0.0	22.2	44.4	22.2	0.0	0.0	0.0	0.0	0.0	47	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	0.0	22.2	11.1	55.6	11.1	0.0	0.0	0.0	0.0	0.0	37	0.0	0	0	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	9	0	0	0.0	55.6	22.2	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	75.0	18	8	
	LIVERPOOL (JOHN LENNON)	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	75.0	16	8	
	LUTON	WIZZ AIR	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	92.3	2	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	84.6	5	13	
	STANSTED	RYANAIR	S	A	30	0	0	40.0	33.3	10.0	6.7	3.3	3.3	3.3	0.0	0.0	0.0	0.0	10	96.8	1	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	12.9	54.8	22.6	6.5	0.0	0.0	3.2	0.0	0.0	0.0	16	90.3	4	31	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>12.4</b>	<b>21.6</b>	<b>30.9</b>	<b>15.5</b>	<b>13.4</b>	<b>4.1</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>89.4</b>	<b>5</b>	<b>104</b>	
SZYMANY (MAZURY)																							
	LUTON	WIZZ AIR	S	A	13	0	0	38.5	23.1	23.1	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	15	61.5	19	13	
	LUTON	WIZZ AIR	S	D	13	0	0	0.0	30.8	53.8	0.0	7.7	0.0	7.7	0.0	0.0	0.0	0.0	19	69.2	23	13	
	STANSTED	RYANAIR	S	A	14	0	0	0.0	50.0	7.1	14.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	20	84.6	8	13	
	STANSTED	RYANAIR	S	D	14	0	0	0.0	0.0	57.1	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	16	83.3	8	12	
<b>TOTAL SZYMANY (MAZURY)</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>25.9</b>	<b>35.2</b>	<b>13.0</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>0.0</b>	<b>18</b>	<b>74.5</b>	<b>15</b>	<b>51</b>	

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

		Origin/Destinations: T																	MAY 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	
TAIPEI																							
	GATWICK	CHINA AIRLINES	S	A	20	0	0	5.0	15.0	35.0	30.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15	0.0	0	0	
	GATWICK	CHINA AIRLINES	S	D	20	0	0	0.0	75.0	15.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0	
	HEATHROW	EVA AIR	S	A	31	0	0	32.3	35.5	19.4	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	6	75.0	8	28	
	HEATHROW	EVA AIR	S	D	31	0	0	0.0	16.1	45.2	19.4	9.7	9.7	0.0	0.0	0.0	0.0	0.0	21	71.4	12	28	
<b>TOTAL TAIPEI</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>10.8</b>	<b>33.3</b>	<b>29.4</b>	<b>14.7</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>12</b>	<b>73.2</b>	<b>10</b>	<b>56</b>	
TALLIN																							
	GATWICK	AIR BALTIC	S	A	7	0	0	0.0	28.6	42.9	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	GATWICK	AIR BALTIC	S	D	7	0	0	0.0	28.6	42.9	0.0	14.3	0.0	14.3	0.0	0.0	0.0	0.0	28	0.0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	33.3	22.2	11.1	0.0	22.2	0.0	0.0	0.0	0.0	0.0	22	66.7	10	9	
	GATWICK	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	25	88.9	6	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	9	0	0	66.7	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	75.0	19	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	62.5	20	8	
	STANSTED	RYANAIR	S	A	17	0	0	17.6	29.4	35.3	5.9	0.0	5.9	5.9	0.0	0.0	0.0	0.0	20	94.4	4	18	
	STANSTED	RYANAIR	S	D	17	0	0	0.0	5.9	58.8	23.5	5.9	0.0	0.0	5.9	0.0	0.0	0.0	20	88.9	6	18	
<b>TOTAL TALLIN</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>11.9</b>	<b>26.2</b>	<b>36.9</b>	<b>11.9</b>	<b>3.6</b>	<b>4.8</b>	<b>3.6</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18</b>	<b>82.9</b>	<b>9</b>	<b>70</b>	
TAMPA																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	38.7	19.4	9.7	3.2	0.0	3.2	0.0	0.0	0.0	0.0	10	63.3	32	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	54.8	6.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0	7	80.0	20	30	
<b>TOTAL TAMPA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>12.9</b>	<b>35.5</b>	<b>37.1</b>	<b>8.1</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>0.0</b>	<b>9</b>	<b>71.7</b>	<b>26</b>	<b>60</b>	
TANGIERS (IBN BATUTA)																							
	GATWICK	AIR ARABIA MAROC	S	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	19	100.0	0	9	
	GATWICK	AIR ARABIA MAROC	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	21	77.8	7	9	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>22.2</b>	<b>44.4</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>0.0</b>	<b>20</b>	<b>88.9</b>	<b>4</b>	<b>18</b>	
TARBES-LOURDES INTERNATIONAL																							
	BELFAST INTERNATIONAL	AIR NOSTRUM	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	
	BELFAST INTERNATIONAL	ALBA STAR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	1	
	BELFAST INTERNATIONAL	ALBA STAR	C	D	3	0	0	0.0	0.0	33.3	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	80	33.3	56	3	
	BELFAST INTERNATIONAL	ENTER AIR	C	A	3	0	0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	33.3	0.0	0.0	0.0	113	0.0	243	2	
	BELFAST INTERNATIONAL	ENTER AIR	C	D	3	0	0	0.0	0.0	0.0	33.3	0.0	0.0	66.7	0.0	0.0	0.0	0.0	112	0.0	100	4	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	72	2	
	BELFAST INTERNATIONAL	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	0.0	100	1	
	BELFAST INTERNATIONAL	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	189	0.0	145	1		
	BELFAST INTERNATIONAL	TUI AIRWAYS LTD	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	136	0.0	0	0		
	BIRMINGHAM	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	34	0.0	0	0		
	BIRMINGHAM	FLYBE 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	36	0.0	0	0		
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	2	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	50.0	23	2		
	EXETER	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	25	1		
	EXETER	FLYBE 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	76	0.0	0	0		
	GLASGOW	ALBA STAR	C	D	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0		
	GLASGOW	CELLO 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	30	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	AIR ONE	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	75	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	CELLO 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	27	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	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	100.0	0	1		
	LIVERPOOL (JOHN LENNON)	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	100.0	10	1		
	STANSTED	RYANAIR	S	A	17	0	0	5.9	23.5	23.5	23.5	11.8	5.9	5.9	0.0	0.0	0.0	27	78.6	6	14		
	STANSTED	RYANAIR	S	D	17	0	0	0.0	5.9	47.1	29.4	17.6	0.0	0.0	0.0	0.0	0.0	16	92.9	7	14		
	STANSTED	TITAN AIRWAYS LTD	C	A	6	0	0	0.0	0.0	33.3	16.7	16.7	16.7	0.0	0.0	16.7	0.0	103	20.0	23	5		
	STANSTED	TITAN AIRWAYS LTD	C	D	6	0	0	0.0	0.0	33.3	33.3	16.7	0.0	0.0	0.0	16.7	0.0	95	71.4	14	7		
	DURHAM TEES VALLEY	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	20	0.0	64	1		
	DURHAM TEES VALLEY	SMARTWINGS	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	11	1		
	DURHAM TEES VALLEY	TRANSAVIA	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	40	0.0	0	0		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>9.9</b>	<b>25.4</b>	<b>23.9</b>	<b>15.5</b>	<b>9.9</b>	<b>5.6</b>	<b>5.6</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>54</b>	<b>59.0</b>	<b>33</b>	<b>61</b>	
TASHKENT																							
	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	10	77.8	8	9		
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	0.0	33.3	22.2	11.1	11.1	22.2	0.0	0.0	0.0	0.0	32	88.9	3	9		
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>33.3</b>	<b>27.8</b>	<b>22.2</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>21</b>	<b>83.3</b>	<b>5</b>	<b>18</b>		
TATRY-POPRAD																							
	LUTON	WIZZ AIR	S	A	14	0	0	21.4	42.9	7.1	7.1	7.1	7.1	7.1	0.0	0.0	0.0	21	69.2	18	13		



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

		Origin/Destinations: T																	MAY 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
	LUTON	WIZZ AIR	S	D	14	0	0	0.0	7.1	50.0	14.3	21.4	0.0	7.1	0.0	0.0	0.0	0.0	25	69.2	13	13
<b>TOTAL TATRY-POPRAD</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>10.7</b>	<b>25.0</b>	<b>28.6</b>	<b>10.7</b>	<b>14.3</b>	<b>3.6</b>	<b>7.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>23</b>	<b>69.2</b>	<b>15</b>	<b>26</b>
TBILISI																						
	GATWICK	GEORGIAN AIRWAYS	S	A	11	0	1	41.7	25.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0	0.0	8.3	4	100.0	0	4
	GATWICK	GEORGIAN AIRWAYS	S	D	11	0	1	0.0	25.0	41.7	16.7	8.3	0.0	0.0	0.0	0.0	0.0	8.3	12	100.0	4	4
<b>TOTAL TBILISI</b>					<b>22</b>	<b>0</b>	<b>2</b>	<b>20.8</b>	<b>25.0</b>	<b>29.2</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>0.0</b>	<b>8.3</b>	<b>8</b>	<b>100.0</b>	<b>2</b>	<b>8</b>
TEHRAN IMAM KHOMEINI																						
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	22.7	18.2	22.7	9.1	13.6	13.6	0.0	0.0	0.0	0.0	0.0	21	70.0	14	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	21.7	47.8	13.0	8.7	4.3	4.3	0.0	0.0	0.0	0.0	18	83.3	10	30
	HEATHROW	IRAN AIR	S	A	14	0	0	7.1	35.7	28.6	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	9	46.2	42	13
	HEATHROW	IRAN AIR	S	D	14	0	0	21.4	28.6	14.3	14.3	14.3	7.1	0.0	0.0	0.0	0.0	0.0	16	92.3	5	13
<b>TOTAL TEHRAN IMAM KHOMEINI</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>12.3</b>	<b>24.7</b>	<b>30.1</b>	<b>13.7</b>	<b>11.0</b>	<b>6.8</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>74.4</b>	<b>16</b>	<b>86</b>
TEL AVIV																						
	DONCASTER SHEFFIELD	AIR HAMBURG	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
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	25.0	12.5	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	75.0	8	8
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	37.5	15	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	21.4	33.3	21.4	9.5	9.5	4.8	0.0	0.0	0.0	0.0	0.0	11	87.3	6	79
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	0.0	18.8	50.6	21.2	4.7	3.5	0.0	1.2	0.0	0.0	0.0	15	75.9	12	79
	HEATHROW	EL AL	S	A	48	0	0	22.9	31.3	25.0	16.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7	68.1	9	47
	HEATHROW	EL AL	S	D	48	0	0	4.2	20.8	35.4	18.8	12.5	8.3	0.0	0.0	0.0	0.0	0.0	18	66.0	12	47
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	0.0	5.4	19.6	21.4	26.8	14.3	5.4	5.4	1.8	0.0	0.0	59	56.4	19	55
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	0.0	1.8	35.7	28.6	21.4	8.9	3.6	0.0	0.0	0.0	0.0	30	75.9	13	54
	LUTON	EL AL	S	A	39	0	0	7.7	30.8	35.9	10.3	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	97.1	2	35
	LUTON	EL AL	S	D	39	0	0	2.6	33.3	38.5	12.8	10.3	2.6	0.0	0.0	0.0	0.0	0.0	11	74.3	10	35
	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	84.6	7	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	76.9	13	13
	LUTON	WIZZ AIR	S	A	28	0	2	0.0	10.0	26.7	13.3	23.3	16.7	3.3	0.0	0.0	0.0	6.7	40	0.0	0	0
	LUTON	WIZZ AIR	S	D	28	0	2	0.0	3.3	20.0	16.7	36.7	10.0	3.3	3.3	0.0	0.0	6.7	44	0.0	0	0
	STANSTED	ARKIA	S	A	0	0	0	0.0	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	ARKIA	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	44	1

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	0.0	0.0	37.5	25.0	37.5	0.0	0.0	0.0	0.0	0.0	0.0	28	33.3	57	9
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	55.6	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14	44.4	32	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	85.7	12	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	69.2	18	13	
<b>TOTAL TEL AVIV</b>					<b>545</b>	<b>0</b>	<b>4</b>	<b>6.6</b>	<b>19.1</b>	<b>32.4</b>	<b>18.4</b>	<b>14.4</b>	<b>6.0</b>	<b>1.3</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>0.7</b>	<b>22</b>	<b>73.5</b>	<b>12</b>	<b>520</b>
TENERIFE (SURREINA SOFIA)																						
	ABERDEEN	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	1	4	
	ABERDEEN	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	4	
	ABERDEEN	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	ABERDEEN	TUI AIRWAYS LTD	C	D	4	0	0	0.0	50.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	16	0.0	0	0	
	BELFAST INTERNATIONAL	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	13	100.0	1	9	
	BELFAST INTERNATIONAL	JET2.COM LTD	S	D	9	0	0	0.0	11.1	55.6	22.2	11.1	0.0	0.0	0.0	0.0	0.0	11	88.9	2	9	
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	8	
	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	9	100.0	4	8	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	A	10	0	0	10.0	50.0	20.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	166	90.9	4	11	
	BELFAST INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	D	8	0	0	0.0	0.0	75.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	42	88.9	5	9	
	BELFAST INTERNATIONAL	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	49	0.0	87	1	
	BELFAST INTERNATIONAL	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	9	50.0	45	2	
	BIRMINGHAM	JET2.COM LTD	S	A	22	0	0	4.5	9.1	31.8	22.7	4.5	27.3	0.0	0.0	0.0	0.0	31	94.4	8	18	
	BIRMINGHAM	JET2.COM LTD	S	D	22	0	0	0.0	13.6	36.4	18.2	22.7	9.1	0.0	0.0	0.0	0.0	24	66.7	14	18	
	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	42.5	25	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	62.5	19	40	
	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	100.0	1	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	66.7	10	9	
	BIRMINGHAM	RYANAIR	S	A	17	0	0	0.0	41.2	35.3	11.8	5.9	5.9	0.0	0.0	0.0	0.0	13	82.4	8	17	
	BIRMINGHAM	RYANAIR	S	D	18	0	0	0.0	11.1	55.6	11.1	11.1	0.0	5.6	5.6	0.0	0.0	32	70.6	16	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	9	0	0	22.2	11.1	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	20	55.6	20	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	10	0	0	0.0	0.0	50.0	30.0	20.0	0.0	0.0	0.0	0.0	0.0	19	50.0	33	10	
	BIRMINGHAM	TUI AIRWAYS LTD	C	A	18	0	0	0.0	27.8	33.3	5.6	16.7	16.7	0.0	0.0	0.0	0.0	23	66.7	93	15	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
BIRMINGHAM	TUI AIRWAYS LTD		C	D	18	0	0	0.0	0.0	61.1	5.6	16.7	16.7	0.0	0.0	0.0	0.0	0.0	23	26.7	45	15
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	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	100.0	4	9
BOURNEMOUTH	RYANAIR		S	A	5	0	0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	51	80.0	12	5	
BOURNEMOUTH	RYANAIR		S	D	5	0	0	20.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	5	
BOURNEMOUTH	TUI AIRWAYS LTD		C	A	3	0	0	0.0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	29	80.0	31	5	
BOURNEMOUTH	TUI AIRWAYS LTD		C	D	5	0	0	0.0	20.0	40.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	49	80.0	35	5	
BOURNEMOUTH	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	
BRISTOL	EASYJET AIRLINE COMPANY LTD		S	A	18	0	0	5.6	27.8	61.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	13	78.9	8	19	
BRISTOL	EASYJET AIRLINE COMPANY LTD		S	D	18	0	0	0.0	11.1	77.8	5.6	0.0	5.6	0.0	0.0	0.0	0.0	9	61.1	16	18	
BRISTOL	RYANAIR		S	A	14	0	0	0.0	7.1	64.3	14.3	14.3	0.0	0.0	0.0	0.0	0.0	13	76.9	14	13	
BRISTOL	RYANAIR		S	D	14	0	0	0.0	7.1	85.7	7.1	0.0	0.0	0.0	0.0	0.0	0.0	5	61.5	17	13	
BRISTOL	THOMAS COOK AIRLINES LTD		S	A	9	0	0	0.0	0.0	22.2	22.2	33.3	22.2	0.0	0.0	0.0	0.0	41	60.0	22	10	
BRISTOL	THOMAS COOK AIRLINES LTD		S	D	9	0	0	0.0	0.0	33.3	11.1	11.1	44.4	0.0	0.0	0.0	0.0	45	55.6	23	9	
BRISTOL	TUI AIRWAYS LTD		C	A	10	0	0	0.0	30.0	40.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	19	85.7	6	7	
BRISTOL	TUI AIRWAYS LTD		C	D	9	0	0	0.0	11.1	77.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	14	71.4	10	7	
CARDIFF WALES	NORWEGIAN AIR INTERNATIONAL		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	9	100.0	1	5	
CARDIFF WALES	NORWEGIAN AIR INTERNATIONAL		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	18	80.0	28	5	
CARDIFF WALES	RYANAIR		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	10	100.0	0	4	
CARDIFF WALES	RYANAIR		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	15	100.0	3	4	
CARDIFF WALES	THOMAS COOK AIRLINES LTD		C	A	9	0	0	11.1	44.4	33.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	12	71.4	15	7	
CARDIFF WALES	THOMAS COOK AIRLINES LTD		C	D	9	0	0	0.0	22.2	66.7	0.0	0.0	11.1	0.0	0.0	0.0	0.0	13	55.6	26	9	
CARDIFF WALES	TUI AIRWAYS LTD		C	A	3	1	0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	11	100.0	0	4	
CARDIFF WALES	TUI AIRWAYS LTD		C	D	4	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	4	
DONCASTER SHEFFIELD	AIR EUROPA		C	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	100.0	5	3	
DONCASTER SHEFFIELD	AIR EUROPA		C	D	4	0	0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	10	75.0	6	4	
DONCASTER SHEFFIELD	NORWEGIAN AIR INTERNATIONAL		C	A	5	0	0	0.0	60.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	5	5	
DONCASTER SHEFFIELD	NORWEGIAN AIR INTERNATIONAL		C	D	5	0	0	0.0	20.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	17	60.0	20	5	
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD		S	A	18	0	0	61.1	22.2	11.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	7	94.7	2	19	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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				
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	18	0	0	0.0	22.2	61.1	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	83.3	12	18	
EAST MIDLANDS INTERNATIONAL	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	15	1	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S A	31	0	0	0.0	19.4	45.2	19.4	12.9	0.0	3.2	0.0	0.0	0.0	0.0	16	93.5	4	31	
EAST MIDLANDS INTERNATIONAL	RYANAIR	S D	31	0	0	0.0	12.9	64.5	16.1	3.2	0.0	3.2	0.0	0.0	0.0	0.0	14	87.1	7	31	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	9	0	0	0.0	11.1	33.3	44.4	11.1	0.0	0.0	0.0	0.0	0.0	0.0	18	77.8	6	9	
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	9	0	0	0.0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	23	88.9	8	9	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	13	0	0	7.7	30.8	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	12	92.3	3	13	
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	13	0	0	0.0	23.1	69.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	8	13	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	14	0	0	7.1	14.3	50.0	21.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	4	13	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S D	13	0	0	0.0	15.4	53.8	15.4	15.4	0.0	0.0	0.0	0.0	0.0	0.0	11	85.7	7	14	
EDINBURGH	JET2.COM LTD	S A	12	0	0	25.0	58.3	0.0	8.3	8.3	0.0	0.0	0.0	0.0	0.0	0.0	7	92.9	4	14	
EDINBURGH	JET2.COM 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	76.9	12	13	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S A	9	0	0	0.0	22.2	44.4	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	12	77.8	19	9	
EDINBURGH	NORWEGIAN AIR INTERNATIONAL	S D	9	0	0	0.0	0.0	44.4	11.1	33.3	11.1	0.0	0.0	0.0	0.0	0.0	30	66.7	22	9	
EDINBURGH	RYANAIR	S A	17	0	0	0.0	17.6	41.2	0.0	23.5	17.6	0.0	0.0	0.0	0.0	0.0	27	61.1	12	18	
EDINBURGH	RYANAIR	S D	17	0	0	0.0	17.6	47.1	5.9	11.8	17.6	0.0	0.0	0.0	0.0	0.0	27	72.2	12	18	
EDINBURGH	TUI AIRWAYS LTD	C A	9	0	0	11.1	0.0	11.1	33.3	11.1	22.2	11.1	0.0	0.0	0.0	0.0	40	88.9	6	9	
EDINBURGH	TUI AIRWAYS LTD	C 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	36	66.7	16	9	
EXETER	TUI AIRWAYS LTD	C A	5	0	0	0.0	0.0	20.0	20.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	47	100.0	0	5	
EXETER	TUI AIRWAYS LTD	C 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	36	80.0	8	5	
GLASGOW	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	
GLASGOW	JET2.COM LTD	S A	21	0	0	14.3	52.4	19.0	0.0	4.8	4.8	4.8	0.0	0.0	0.0	0.0	13	90.9	2	22	
GLASGOW	JET2.COM LTD	S D	22	0	0	0.0	36.4	36.4	4.5	18.2	0.0	4.5	0.0	0.0	0.0	0.0	17	95.2	4	21	
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	44.4	28	18	
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	64.7	17	17	
GLASGOW	THOMAS COOK AIRLINES LTD	S A	13	0	0	0.0	23.1	23.1	15.4	23.1	15.4	0.0	0.0	0.0	0.0	0.0	24	0.0	0	0	
GLASGOW	THOMAS COOK AIRLINES LTD	S D	12	0	0	0.0	16.7	33.3	25.0	16.7	0.0	8.3	0.0	0.0	0.0	0.0	31	0.0	0	0	
GLASGOW	TUI AIRWAYS LTD	C A	4	0	0	0.0	0.0	0.0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	44	76.9	10	13	
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0.0	0.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	28	76.9	7	13	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 2017		
												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
												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	
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	JET2.COM LTD	S	A	23	0	0	0	17.4	60.9	8.7	4.3	4.3	4.3	0.0	0.0	0.0	0.0	0.0	6	83.3	5	22
LEEDS BRADFORD	LEEDS BRADFORD	JET2.COM LTD	JET2.COM LTD	S	D	23	0	0	0	0.0	43.5	47.8	4.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	8	90.9	6	22
LEEDS BRADFORD	LEEDS BRADFORD	MONARCH AIRLINES	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	70.0	9	10	
LEEDS BRADFORD	LEEDS BRADFORD	MONARCH AIRLINES	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	100.0	1	9	
LEEDS BRADFORD	LEEDS BRADFORD	RYANAIR	RYANAIR	S	A	13	0	0	0	23.1	46.2	23.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	4	14	
LEEDS BRADFORD	LEEDS BRADFORD	RYANAIR	RYANAIR	S	D	13	0	0	0	0.0	23.1	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	92.9	5	14	
LEEDS BRADFORD	LEEDS BRADFORD	TUI AIRWAYS LTD	TUI AIRWAYS LTD	C	A	4	0	0	0	25.0	25.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	21	100.0	0	4	
LEEDS BRADFORD	LEEDS BRADFORD	TUI AIRWAYS LTD	TUI AIRWAYS LTD	C	D	4	0	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	22	75.0	9	4	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	MONARCH AIRLINES	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	67	1	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	RYANAIR	S	A	13	0	0	0	23.1	23.1	46.2	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	4	14	
LIVERPOOL (JOHN LENNON)	LIVERPOOL (JOHN LENNON)	RYANAIR	RYANAIR	S	D	13	0	0	0	0.0	23.1	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	85.7	6	14	
GATWICK	GATWICK	BRITISH AIRWAYS PLC	BRITISH AIRWAYS PLC	S	A	40	0	0	0	27.5	42.5	10.0	5.0	7.5	7.5	0.0	0.0	0.0	0.0	10	92.6	3	26	
GATWICK	GATWICK	BRITISH AIRWAYS PLC	BRITISH AIRWAYS PLC	S	D	40	0	0	0	0.0	22.5	55.0	2.5	10.0	10.0	0.0	0.0	0.0	0.0	16	85.2	8	26	
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	EASYJET AIRLINE COMPANY LTD	S	A	47	0	1	1	6.3	37.5	31.3	6.3	6.3	8.3	0.0	2.1	0.0	0.0	17	79.6	12	49	
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	EASYJET AIRLINE COMPANY LTD	S	D	47	0	1	1	0.0	10.4	56.3	12.5	10.4	8.3	0.0	0.0	0.0	0.0	18	62.5	18	48	
GATWICK	GATWICK	MONARCH AIRLINES	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	70.8	12	48	
GATWICK	GATWICK	MONARCH AIRLINES	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	79.2	8	48	
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	C	A	9	0	0	0	0.0	22.2	22.2	22.2	11.1	11.1	11.1	0.0	0.0	0.0	32	87.5	5	8	
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	C	D	10	0	0	0	0.0	10.0	60.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	24	87.5	6	8	
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	A	23	0	0	0	4.3	13.0	56.5	17.4	4.3	4.3	0.0	0.0	0.0	0.0	12	84.6	11	26	
GATWICK	GATWICK	NORWEGIAN AIR INTERNATIONAL	NORWEGIAN AIR INTERNATIONAL	S	D	23	0	0	0	0.0	13.0	56.5	13.0	13.0	4.3	0.0	0.0	0.0	0.0	14	88.5	11	26	
GATWICK	GATWICK	THOMAS COOK AIRLINES LTD	THOMAS COOK AIRLINES LTD	S	A	15	0	0	0	0.0	6.7	33.3	26.7	13.3	0.0	6.7	6.7	6.7	0.0	65	53.8	19	13	
GATWICK	GATWICK	THOMAS COOK AIRLINES LTD	THOMAS COOK AIRLINES LTD	S	D	16	0	0	0	0.0	6.3	37.5	25.0	6.3	0.0	12.5	6.3	6.3	0.0	67	76.9	11	13	
GATWICK	GATWICK	TUI AIRWAYS LTD	TUI AIRWAYS LTD	C	A	15	0	0	0	0.0	6.7	33.3	40.0	6.7	13.3	0.0	0.0	0.0	0.0	22	85.2	8	27	
GATWICK	GATWICK	TUI AIRWAYS LTD	TUI AIRWAYS LTD	C	D	16	0	0	0	0.0	18.8	43.8	12.5	18.8	6.3	0.0	0.0	0.0	0.0	20	85.2	11	27	

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S A/ D		MAT UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 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	
HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0					
HEATHROW	BRITISH AIRWAYS PLC	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	0	0					
LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	21.4	42.9	7.1	14.3	7.1	0.0	0.0	0.0	0.0	0.0	0.0	20	92.3	3	13					
LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	7.1	35.7	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	31	84.6	9	13					
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	76.9	7	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	0.0	0	76.9	12	13					
LUTON	RYANAIR	S	A	9	0	0	0.0	44.4	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	88.9	6	9					
LUTON	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14	88.9	10	9					
LUTON	SMARTWINGS	C	A	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	33	0.0	0	0					
LUTON	SMARTWINGS	C	D	5	0	0	0.0	0.0	0.0	20.0	20.0	40.0	0.0	20.0	0.0	0.0	0.0	0.0	105	0.0	0	0					
LUTON	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28	66.7	14	9					
LUTON	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	0.0	16	66.7	15	9					
STANSTED	JET2.COM LTD	S	A	26	0	0	0.0	7.7	46.2	19.2	19.2	3.8	0.0	0.0	3.8	0.0	0.0	0.0	41	84.2	4	19					
STANSTED	JET2.COM LTD	S	D	27	0	0	0.0	18.5	44.4	18.5	11.1	3.7	0.0	0.0	3.7	0.0	0.0	0.0	36	84.2	8	19					
STANSTED	RYANAIR	S	A	35	0	0	2.9	11.4	28.6	17.1	28.6	5.7	5.7	0.0	0.0	0.0	0.0	0.0	30	82.9	7	35					
STANSTED	RYANAIR	S	D	35	0	0	0.0	2.9	68.6	11.4	14.3	0.0	2.9	0.0	0.0	0.0	0.0	0.0	18	88.6	6	35					
STANSTED	THOMAS COOK AIRLINES LTD	S	A	9	0	0	0.0	11.1	55.6	0.0	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	37	77.8	11	9					
STANSTED	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	11.1	44.4	11.1	0.0	22.2	11.1	0.0	0.0	0.0	0.0	0.0	40	100.0	5	9					
STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	100.0	1	4					
STANSTED	TUI AIRWAYS LTD	C	D	4	0	0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	3	4					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	9.1	40.9	22.7	13.6	13.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12	73.9	24	23					
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	0.0	0.0	40.9	27.3	22.7	9.1	0.0	0.0	0.0	0.0	0.0	0.0	23	65.2	11	23					
MANCHESTER	JET2.COM LTD	S	A	34	0	0	8.8	41.2	29.4	5.9	8.8	2.9	0.0	0.0	2.9	0.0	0.0	0.0	19	92.3	3	26					
MANCHESTER	JET2.COM LTD	S	D	35	0	1	0.0	5.6	80.6	2.8	2.8	5.6	0.0	0.0	0.0	0.0	0.0	2.8	10	92.3	7	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	0.0	0	61.1	26	36					
MANCHESTER	MONARCH AIRLINES	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	75.0	15	36						
MANCHESTER	RYANAIR	S	A	35	0	0	5.7	31.4	25.7	20.0	14.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0	16	80.0	10	35					
MANCHESTER	RYANAIR	S	D	35	0	0	0.0	11.4	60.0	8.6	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13	60.0	14	35					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	17	0	0	5.9	17.6	29.4	35.3	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	24	65.2	20	23					
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	18	0	0	0.0	11.1	50.0	16.7	11.1	5.6	5.6	0.0	0.0	0.0	0.0	0.0	24	58.3	19	24					

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		MAT		UNMAT		CAN		PERCENTAGE OF FLIGHTS LATE										MAY 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			
MANCHESTER	TUI AIRWAYS LTD	C	A	26	0	0	0.0	7.7	34.6	30.8	15.4	11.5	0.0	0.0	0.0	0.0	0.0	26	59.4	16	32										
MANCHESTER	TUI AIRWAYS LTD	C	D	27	0	0	0.0	3.7	59.3	11.1	14.8	11.1	0.0	0.0	0.0	0.0	0.0	21	80.6	10	31										
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	100.0	0	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	88.9	3	9										
NEWCASTLE	JET2.COM LTD	S	A	17	0	0	23.5	29.4	29.4	0.0	5.9	11.8	0.0	0.0	0.0	0.0	0.0	16	89.5	2	19										
NEWCASTLE	JET2.COM LTD	S	D	17	0	0	0.0	17.6	41.2	17.6	5.9	11.8	5.9	0.0	0.0	0.0	0.0	23	88.9	9	18										
NEWCASTLE	RYANAIR	S	A	13	0	0	7.7	23.1	53.8	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	2	13										
NEWCASTLE	RYANAIR	S	D	13	0	0	0.0	23.1	61.5	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	84.6	6	13										
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	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	7	100.0	0	9										
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	9	0	0	0.0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	77.8	8	9										
NEWCASTLE	TUI AIRWAYS LTD	S	A	14	0	0	0.0	0.0	42.9	21.4	21.4	14.3	0.0	0.0	0.0	0.0	0.0	27	100.0	2	13										
NEWCASTLE	TUI AIRWAYS LTD	S	D	13	0	0	0.0	7.7	53.8	7.7	15.4	15.4	0.0	0.0	0.0	0.0	0.0	27	76.9	10	13										
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>				<b>1737</b>	<b>1</b>	<b>4</b>	<b>4.3</b>	<b>19.9</b>	<b>43.4</b>	<b>13.4</b>	<b>10.4</b>	<b>6.1</b>	<b>1.4</b>	<b>0.4</b>	<b>0.3</b>	<b>0.1</b>	<b>0.2</b>	<b>20</b>	<b>78.6</b>	<b>11</b>	<b>2077</b>										
TETERBORO																															
LUTON	LUXAVIATION 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	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	0.0	23	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 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>66.7</b>	<b>8</b>	<b>3</b>										
THIRA (SANTORINI)																															
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	25.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	3	4										
BIRMINGHAM	THOMAS COOK AIRLINES 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	24	75.0	11	4										
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	4	100.0	0	1										
BIRMINGHAM	TUI AIRWAYS LTD	C	D	2	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	39	100.0	6	2										
BRISTOL	TUI AIRWAYS LTD	C	A	4	0	0	50.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	35	75.0	22	4										
BRISTOL	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	40.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	33	80.0	27	5										
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	0.0	20	0.0	0	0										
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	11.4	22.9	28.6	11.4	14.3	5.7	5.7	0.0	0.0	0.0	0.0	26	55.9	26	34										
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	0.0	8.6	57.1	5.7	17.1	11.4	0.0	0.0	0.0	0.0	0.0	24	60.0	31	35										
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	4	0	0	0.0	0.0	75.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	16	25.0	378	3										
GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	4	0	0	0.0	0.0	50.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	19	50.0	27	4										

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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/S		A/D		Origin/Destinations: T										MAY 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		
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	100.0	0	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	66.7	14	3								
GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	0.0	0.0	40.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	58	20.0	26	5								
GATWICK	THOMAS COOK AIRLINES 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	100.0	8	5								
GATWICK	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	15	75.0	6	4								
GATWICK	TUI 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	5	80.0	7	5								
HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	0.0	30.4	30.4	8.7	13.0	13.0	4.3	0.0	0.0	0.0	0.0	28	68.8	15	16								
HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	0.0	17.4	47.8	13.0	17.4	0.0	4.3	0.0	0.0	0.0	0.0	18	81.3	7	16								
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	0.0	30.8	23.1	7.7	7.7	23.1	7.7	0.0	0.0	0.0	0.0	43	64.3	16	13								
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	0.0	23.1	46.2	7.7	7.7	7.7	7.7	0.0	0.0	0.0	0.0	28	71.4	14	13								
MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	13	0	0	23.1	15.4	30.8	7.7	7.7	15.4	0.0	0.0	0.0	0.0	0.0	18	40.0	52	9								
MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	14	0	0	0.0	0.0	28.6	42.9	28.6	0.0	0.0	0.0	0.0	0.0	0.0	24	44.4	53	9								
MANCHESTER	TUI AIRWAYS LTD	C	A	8	0	0	12.5	12.5	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	60.0	31	5								
MANCHESTER	TUI AIRWAYS LTD	C	D	10	0	0	0.0	30.0	40.0	20.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	4	5								
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	3	0	0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	22	33.3	366	3								
NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	3	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	0.0	43	33.3	38	3								
<b>TOTAL THIRA (SANTORINI)</b>				<b>241</b>	<b>0</b>	<b>0</b>	<b>5.0</b>	<b>16.6</b>	<b>39.0</b>	<b>12.0</b>	<b>15.4</b>	<b>9.1</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>25</b>	<b>63.6</b>	<b>32</b>	<b>213</b>								
TIANJIN																													
GATWICK	TIANJIN AIRLINES	S	A	9	0	0	55.6	0.0	22.2	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	14	66.7	20	9								
GATWICK	TIANJIN AIRLINES	S	D	9	0	0	11.1	33.3	22.2	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	77.8	11	9								
HEATHROW	TIANJIN AIRLINES	S	A	7	0	0	85.7	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0								
HEATHROW	TIANJIN AIRLINES	S	D	7	0	0	0.0	28.6	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	0.0	0	0								
<b>TOTAL TIANJIN</b>				<b>32</b>	<b>0</b>	<b>0</b>	<b>37.5</b>	<b>18.8</b>	<b>28.1</b>	<b>9.4</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>0.0</b>	<b>7</b>	<b>72.2</b>	<b>15</b>	<b>18</b>								
TIMISOARA																													
LUTON	WIZZ AIR	S	A	31	0	0	16.1	38.7	12.9	3.2	12.9	9.7	3.2	3.2	0.0	0.0	0.0	29	83.9	15	31								
LUTON	WIZZ AIR	S	D	31	0	0	0.0	6.5	45.2	6.5	25.8	3.2	9.7	3.2	0.0	0.0	0.0	43	64.5	25	31								
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	90.3	3	31								
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	71.0	12	31								
<b>TOTAL TIMISOARA</b>				<b>62</b>	<b>0</b>	<b>0</b>	<b>8.1</b>	<b>22.6</b>	<b>29.0</b>	<b>4.8</b>	<b>19.4</b>	<b>6.5</b>	<b>6.5</b>	<b>3.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>36</b>	<b>77.4</b>	<b>14</b>	<b>124</b>								
TIRANA																													
GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	14.3	33.3	19.0	4.8	9.5	14.3	0.0	0.0	4.8	0.0	0.0	77	91.3	5	22								



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S D		A/ D		Origin/Destinations: T										MAY 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)
GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	0.0	9.1	54.5	13.6	13.6	9.1	0.0	0.0	0.0	0.0	0.0	19	82.6	7	22						
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	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	37	0.0	23	1						
LUTON	WIZZ AIR	S	A	14	0	0	0.0	7.1	14.3	35.7	28.6	14.3	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0						
LUTON	WIZZ AIR	S	D	14	0	0	0.0	7.1	57.1	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0						
<b>TOTAL TIRANA</b>				<b>72</b>	<b>0</b>	<b>1</b>	<b>4.1</b>	<b>15.1</b>	<b>35.6</b>	<b>16.4</b>	<b>16.4</b>	<b>9.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>0.0</b>	<b>1.4</b>	<b>38</b>	<b>85.1</b>	<b>6</b>	<b>45</b>						
TIREE																											
GLASGOW	LOGANAIR LTD	S	A	60	0	3	14.3	42.9	20.6	6.3	4.8	1.6	3.2	0.0	1.6	0.0	4.8	18	87.9	16	57						
GLASGOW	LOGANAIR LTD	S	D	60	0	1	0.0	45.9	29.5	4.9	11.5	3.3	1.6	0.0	1.6	0.0	1.6	19	93.2	12	59						
<b>TOTAL TIREE</b>				<b>120</b>	<b>0</b>	<b>4</b>	<b>7.3</b>	<b>44.4</b>	<b>25.0</b>	<b>5.6</b>	<b>8.1</b>	<b>2.4</b>	<b>2.4</b>	<b>0.0</b>	<b>1.6</b>	<b>0.0</b>	<b>3.2</b>	<b>19</b>	<b>90.6</b>	<b>14</b>	<b>116</b>						
TIVAT																											
GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	11.1	22.2	33.3	22.2	0.0	11.1	0.0	0.0	0.0	0.0	0.0	18	88.9	4	9						
GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	7	9						
GATWICK	MONTENEGRO AIRLINES	S	A	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	100.0	0	9						
GATWICK	MONTENEGRO AIRLINES	S	D	9	0	0	0.0	11.1	44.4	11.1	11.1	22.2	0.0	0.0	0.0	0.0	0.0	25	77.8	8	9						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	33.3	22.2	22.2	11.1	0.0	0.0	11.1	0.0	0.0	0.0	0.0	22	77.8	14	9						
MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	0.0	33.3	55.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	6	55.6	19	9						
<b>TOTAL TIVAT</b>				<b>54</b>	<b>0</b>	<b>0</b>	<b>9.3</b>	<b>22.2</b>	<b>46.3</b>	<b>9.3</b>	<b>3.7</b>	<b>7.4</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15</b>	<b>83.3</b>	<b>9</b>	<b>54</b>						
TOBAGO																											
GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	0.0	55.6	22.2	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	18	100.0	2	9						
GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	0.0	33.3	44.4	0.0	0.0	11.1	11.1	0.0	0.0	0.0	0.0	31	88.9	5	9						
GATWICK	VIRGIN ATLANTIC 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	100.0	3	5						
GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	4						
<b>TOTAL TOBAGO</b>				<b>26</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>42.3</b>	<b>42.3</b>	<b>0.0</b>	<b>0.0</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>18</b>	<b>96.3</b>	<b>3</b>	<b>27</b>						
TOKYO (HANEDA)																											
HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	74.2	16.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	93.5	2	31						
HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	0.0	48.4	48.4	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	4	96.8	5	31						
HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	25.8	38.7	16.1	6.5	3.2	6.5	3.2	0.0	0.0	0.0	0.0	16	83.3	12	30						
HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	32.3	51.6	6.5	3.2	3.2	0.0	3.2	0.0	0.0	0.0	16	73.3	17	30						
HEATHROW	JAPAN AIRLINES	S	A	62	0	0	33.9	40.3	21.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	96.8	2	31						

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

		Origin/Destinations: T																	MAY 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
								21.0	37.9	33.1	4.4	1.6	1.2	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	0.0	43.5	48.4	6.5	1.6	0.0	0.0	0.0	0.0	0.0	0.0	4	96.8	1	31
<b>TOTAL TOKYO (HANEDA)</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>21.0</b>	<b>37.9</b>	<b>33.1</b>	<b>4.4</b>	<b>1.6</b>	<b>1.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6</b>	<b>90.2</b>	<b>6</b>	<b>184</b>
TOKYO (NARITA)																						
	HEATHROW	AEROFLOT	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	4
	HEATHROW	AEROFLOT	S	D	8	0	0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	6	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	41.9	38.7	0.0	3.2	0.0	9.7	3.2	0.0	0.0	0.0	3.2	14	83.3	10	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	1	0.0	16.1	48.4	12.9	6.5	6.5	6.5	0.0	0.0	0.0	3.2	26	80.0	14	30
<b>TOTAL TOKYO (NARITA)</b>					<b>70</b>	<b>0</b>	<b>2</b>	<b>18.1</b>	<b>34.7</b>	<b>23.6</b>	<b>6.9</b>	<b>2.8</b>	<b>6.9</b>	<b>4.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>18</b>	<b>84.7</b>	<b>11</b>	<b>72</b>
TOMBOUCTOU																						
	LUTON	AIR ALLIANCE EXPRESS	C	D	0	0	0	0.0	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 TOMBOUCTOU</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0</b>	<b>100.0</b>	<b>6</b>	<b>1</b>
TORONTO																						
	BIRMINGHAM	AIR TRANSAT	S	A	0	0	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	37	4
	BIRMINGHAM	AIR TRANSAT	S	D	0	0	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
	GLASGOW	AIR TRANSAT	S	A	16	0	0	43.8	31.3	0.0	0.0	6.3	18.8	0.0	0.0	0.0	0.0	0.0	22	25.0	44	16
	GLASGOW	AIR TRANSAT	S	D	17	0	0	11.8	29.4	29.4	5.9	0.0	23.5	0.0	0.0	0.0	0.0	0.0	20	86.7	6	15
	GLASGOW	WEST JET AIRLINES	S	A	16	0	1	0.0	58.8	17.6	5.9	5.9	5.9	0.0	0.0	0.0	0.0	5.9	12	54.8	20	31
	GLASGOW	WEST JET AIRLINES	S	D	16	0	1	0.0	23.5	47.1	0.0	5.9	17.6	0.0	0.0	0.0	0.0	5.9	21	60.0	30	30
	GATWICK	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	71.4	6	7
	GATWICK	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	14.3	25	7
	GATWICK	AIR TRANSAT	S	A	32	0	0	6.3	28.1	25.0	18.8	12.5	6.3	3.1	0.0	0.0	0.0	0.0	22	12.5	53	32
	GATWICK	AIR TRANSAT	S	D	32	0	0	0.0	12.5	50.0	12.5	3.1	15.6	6.3	0.0	0.0	0.0	0.0	28	46.9	38	32
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	38.5	23.1	23.1	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	0	0
	GATWICK	BRITISH AIRWAYS PLC	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	20	0.0	0	0
	GATWICK	WEST JET AIRLINES	S	A	31	0	0	38.7	29.0	9.7	16.1	3.2	0.0	3.2	0.0	0.0	0.0	0.0	11	62.5	16	32
	GATWICK	WEST JET AIRLINES	S	D	31	0	0	0.0	22.6	45.2	9.7	6.5	9.7	3.2	3.2	0.0	0.0	0.0	26	64.5	17	31
	HEATHROW	AIR CANADA	S	A	125	0	0	18.4	29.6	28.0	8.8	9.6	4.0	0.8	0.8	0.0	0.0	0.0	14	42.0	29	119
	HEATHROW	AIR CANADA	S	D	125	0	0	0.0	26.4	55.2	8.8	3.2	4.8	0.0	1.6	0.0	0.0	0.0	15	76.5	13	119
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	14.5	24.2	30.6	11.3	11.3	1.6	3.2	1.6	0.0	0.0	1.6	21	81.7	7	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	1	0.0	11.3	50.0	11.3	11.3	9.7	3.2	1.6	0.0	0.0	1.6	27	71.7	14	60
	MANCHESTER	AIR TRANSAT	S	A	18	0	0	22.2	33.3	27.8	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	11	23.5	45	17

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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 TRANSAT	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	12	70.6	22	17	
<b>TOTAL TORONTO</b>					<b>625</b>	<b>0</b>	<b>4</b>	<b>10.2</b>	<b>25.6</b>	<b>37.2</b>	<b>9.7</b>	<b>7.5</b>	<b>6.5</b>	<b>1.7</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</b>	<b>18</b>	<b>58.5</b>	<b>22</b>	<b>633</b>	
TOULON / HYERES																							
	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	80.0	4	10		
	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	50.0	20	10		
	SOUTHAMPTON	FLYBE 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	34	33.3	58	3		
	SOUTHAMPTON	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	40	33.3	54	3		
<b>TOTAL TOULON / HYERES</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>37</b>	<b>57.7</b>	<b>22</b>	<b>26</b>		
TOULOUSE (BLAGNAC)																							
	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	67.7	20	30		
	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	71.0	24	31		
	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	42	1		
	BRISTOL	EASTERN AIRWAYS	C	A	24	0	0	45.8	25.0	12.5	4.2	4.2	4.2	4.2	0.0	0.0	0.0	13	71.0	11	31		
	BRISTOL	EASTERN AIRWAYS	C	D	23	0	0	0.0	30.4	39.1	13.0	13.0	0.0	4.3	0.0	0.0	0.0	19	90.3	5	31		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	3.2	32.3	22.6	12.9	12.9	9.7	3.2	3.2	0.0	0.0	31	64.5	14	31		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	0.0	16.1	38.7	22.6	6.5	12.9	3.2	0.0	0.0	0.0	28	67.7	14	31		
	EDINBURGH	RYANAIR	S	A	9	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	14	0.0	0	0		
	EDINBURGH	RYANAIR	S	D	9	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	93	0	2	16.8	37.9	16.8	7.4	12.6	3.2	2.1	1.1	0.0	0.0	2.1	18	70.5	17	95	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	94	0	2	0.0	29.2	40.6	14.6	7.3	3.1	2.1	1.0	0.0	0.0	2.1	18	66.3	18	95	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	3	15.6	53.3	16.7	6.7	2.2	1.1	1.1	0.0	0.0	3.3	6	91.1	7	90		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	2	0.0	47.8	34.4	11.1	4.4	0.0	0.0	0.0	0.0	2.2	6	84.4	8	90		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	1	11.1	29.6	25.9	11.1	3.7	11.1	3.7	0.0	0.0	3.7	19	83.9	7	31		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	0.0	7.7	65.4	11.5	7.7	7.7	0.0	0.0	0.0	0.0	17	90.3	7	31		
	STANSTED	RYANAIR	S	A	56	0	5	0.0	11.5	23.0	11.5	21.3	19.7	3.3	1.6	0.0	0.0	8.2	43	30.6	28	49	
	STANSTED	RYANAIR	S	D	57	0	5	0.0	8.1	37.1	16.1	17.7	8.1	3.2	1.6	0.0	0.0	8.1	31	87.8	9	49	
	MANCHESTER	FLYBE LTD	S	A	31	0	1	3.1	40.6	34.4	9.4	9.4	0.0	0.0	0.0	0.0	3.1	9	74.2	21	31		
	MANCHESTER	FLYBE LTD	S	D	31	0	0	0.0	9.7	74.2	6.5	6.5	0.0	0.0	3.2	0.0	0.0	16	71.0	23	31		
	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	88.9	5	9		
	MANCHESTER	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	77.8	8	9		
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>716</b>	<b>0</b>	<b>21</b>	<b>6.2</b>	<b>30.5</b>	<b>32.3</b>	<b>11.3</b>	<b>9.1</b>	<b>5.0</b>	<b>1.9</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>18</b>	<b>74.5</b>	<b>14</b>	<b>796</b>	

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

		Origin/Destinations: T																	MAY 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	
TOURS																							
	STANSTED	RYANAIR	S	A	17	0	1	11.1	11.1	38.9	11.1	5.6	11.1	0.0	5.6	0.0	0.0	5.6	30	81.8	6	22	
	STANSTED	RYANAIR	S	D	17	0	1	0.0	22.2	50.0	5.6	0.0	11.1	0.0	5.6	0.0	0.0	5.6	25	90.9	5	22	
<b>TOTAL TOURS</b>					<b>34</b>	<b>0</b>	<b>2</b>	<b>5.6</b>	<b>16.7</b>	<b>44.4</b>	<b>8.3</b>	<b>2.8</b>	<b>11.1</b>	<b>0.0</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>27</b>	<b>86.4</b>	<b>6</b>	<b>44</b>	
TREVISO																							
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	12	0	0	0.0	8.3	8.3	25.0	16.7	33.3	8.3	0.0	0.0	0.0	0.0	46	66.7	12	18	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	12	0	0	0.0	8.3	25.0	25.0	25.0	8.3	8.3	0.0	0.0	0.0	0.0	37	88.9	7	18	
	EDINBURGH	RYANAIR	S	A	13	0	0	15.4	15.4	7.7	38.5	7.7	15.4	0.0	0.0	0.0	0.0	0.0	26	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	13	0	0	0.0	15.4	23.1	23.1	30.8	7.7	0.0	0.0	0.0	0.0	0.0	23	0.0	0	0	
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	0.0	22.2	44.4	11.1	11.1	0.0	0.0	0.0	11.1	0.0	0.0	64	88.9	8	9	
	LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	44.4	33.3	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	3	9	
	STANSTED	RYANAIR	S	A	78	0	4	4.9	12.2	25.6	18.3	15.9	13.4	1.2	2.4	1.2	0.0	4.9	38	79.5	12	83	
	STANSTED	RYANAIR	S	D	80	0	2	0.0	2.4	58.5	18.3	12.2	4.9	0.0	1.2	0.0	0.0	2.4	21	80.7	9	83	
<b>TOTAL TREVISO</b>					<b>226</b>	<b>0</b>	<b>6</b>	<b>2.6</b>	<b>10.3</b>	<b>36.2</b>	<b>19.8</b>	<b>15.1</b>	<b>9.9</b>	<b>1.3</b>	<b>1.3</b>	<b>0.9</b>	<b>0.0</b>	<b>2.6</b>	<b>31</b>	<b>80.9</b>	<b>10</b>	<b>220</b>	
TRIESTE (RONCHI DEI LEGIONARI)																							
	STANSTED	RYANAIR	S	A	18	0	0	0.0	22.2	16.7	5.6	22.2	22.2	0.0	11.1	0.0	0.0	0.0	56	88.9	7	18	
	STANSTED	RYANAIR	S	D	18	0	0	0.0	0.0	55.6	27.8	11.1	0.0	5.6	0.0	0.0	0.0	0.0	22	88.9	6	18	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>11.1</b>	<b>36.1</b>	<b>16.7</b>	<b>16.7</b>	<b>11.1</b>	<b>2.8</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>39</b>	<b>88.9</b>	<b>6</b>	<b>36</b>	
TRONDHEIM (VAERNES)																							
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	A	17	0	0	17.6	52.9	29.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	3	22	
	GATWICK	NORWEGIAN AIR INTERNATIONAL	S	D	17	0	0	0.0	52.9	41.2	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	90.9	4	22	
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>8.8</b>	<b>52.9</b>	<b>35.3</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>0.0</b>	<b>0.0</b>	<b>2</b>	<b>90.9</b>	<b>3</b>	<b>44</b>	
TUNIS																							
	GATWICK	TUNISAIR	S	A	13	0	0	0.0	15.4	53.8	15.4	0.0	15.4	0.0	0.0	0.0	0.0	0.0	24	28.6	48	14	
	GATWICK	TUNISAIR	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	23	35.7	47	14	
	HEATHROW	TUNISAIR	S	A	17	0	0	0.0	11.8	23.5	23.5	11.8	23.5	5.9	0.0	0.0	0.0	0.0	42	50.0	41	16	
	HEATHROW	TUNISAIR	S	D	17	0	0	5.9	5.9	41.2	5.9	17.6	17.6	5.9	0.0	0.0	0.0	0.0	43	50.0	41	16	
<b>TOTAL TUNIS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>10.0</b>	<b>43.3</b>	<b>15.0</b>	<b>8.3</b>	<b>18.3</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>34</b>	<b>41.7</b>	<b>44</b>	<b>60</b>	
TURIN																							
	GATWICK	BRITISH AIRWAYS PLC	S	A	33	0	1	23.5	44.1	2.9	5.9	11.8	5.9	0.0	2.9	0.0	0.0	2.9	18	81.3	8	32	
	GATWICK	BRITISH AIRWAYS PLC	S	D	33	0	1	0.0	41.2	38.2	5.9	8.8	2.9	0.0	0.0	0.0	0.0	2.9	9	81.3	9	32	
	LUTON	BLUE AIR TRANSPORT AERIAN	S	A	18	0	0	0.0	27.8	22.2	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	15	70.6	13	17	

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

Origin/Destinations: T

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	BLUE AIR TRANSPORT AERIAN	S	D	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	33	52.9	15	17	
	STANSTED	RYANAIR	S	A	30	0	1	6.5	35.5	22.6	12.9	12.9	6.5	0.0	0.0	0.0	0.0	3.2	15	100.0	4	31	
	STANSTED	RYANAIR	S	D	31	0	0	0.0	6.5	61.3	16.1	9.7	3.2	0.0	3.2	0.0	0.0	0.0	22	93.5	4	31	
<b>TOTAL TURIN</b>					<b>163</b>	<b>0</b>	<b>3</b>	<b>6.0</b>	<b>30.7</b>	<b>31.9</b>	<b>12.0</b>	<b>11.4</b>	<b>4.2</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>1.8</b>	<b>18</b>	<b>83.1</b>	<b>8</b>	<b>160</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	66.7	12	9	
	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	66.7	14	9	
<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>66.7</b>	<b>13</b>	<b>18</b>	

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

Origin/Destinations: U

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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							
Unknown	BRISTOL	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	54	1	
	BRISTOL	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	50.0	20	2		
	BRISTOL	NEOS SPA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	27	3		
	BRISTOL	NEOS SPA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	75.0	23	4		
	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	75.0	11	4		
	LEEDS BRADFORD	JET2.COM LTD	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	3		
	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	43	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</b>	<b>66.7</b>	<b>20</b>	<b>18</b>		

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

		Origin/Destinations: V																	MAY 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	
VAGAR																							
	EDINBURGH	ATLANTIC AIRWAYS	S	A	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	13	87.5	7	8	
	EDINBURGH	ATLANTIC AIRWAYS	S	D	8	0	0	0.0	37.5	25.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	16	87.5	6	8	
<b>TOTAL VAGAR</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>37.5</b>	<b>31.3</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>0.0</b>	<b>15</b>	<b>87.5</b>	<b>7</b>	<b>16</b>	
VALENCIA																							
	BRISTOL	RYANAIR	S	A	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	11	0.0	0	0	
	BRISTOL	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0	
	CARDIFF WALES	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	30	1	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	18	0	0	11.1	66.7	11.1	0.0	0.0	5.6	0.0	5.6	0.0	0.0	0.0	16	94.7	4	19	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	18	0	0	0.0	0.0	61.1	22.2	5.6	0.0	5.6	5.6	0.0	0.0	0.0	33	78.9	9	19	
	EDINBURGH	RYANAIR	S	A	14	0	0	0.0	14.3	28.6	28.6	7.1	7.1	7.1	7.1	0.0	0.0	0.0	41	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	0.0	50.0	0.0	35.7	7.1	0.0	7.1	0.0	0.0	0.0	38	0.0	0	0	
	GLASGOW	RYANAIR	S	A	8	0	0	12.5	50.0	25.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	2	9	
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	9	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	41.9	41.9	3.2	3.2	0.0	3.2	6.5	0.0	0.0	0.0	0.0	14	88.0	6	25	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	48.4	45.2	0.0	3.2	3.2	0.0	0.0	0.0	0.0	0.0	6	84.0	8	25	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	14.1	42.3	11.5	9.0	9.0	9.0	5.1	0.0	0.0	0.0	0.0	21	73.8	14	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	0.0	20.3	57.0	10.1	5.1	5.1	2.5	0.0	0.0	0.0	0.0	14	82.3	10	79	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	0.0	21.4	21.4	21.4	14.3	14.3	0.0	7.1	0.0	0.0	0.0	47	61.5	20	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	21.4	35.7	14.3	7.1	21.4	0.0	0.0	0.0	0.0	0.0	28	76.9	11	13	
	STANSTED	RYANAIR	S	A	30	0	1	0.0	9.7	32.3	22.6	25.8	3.2	3.2	0.0	0.0	0.0	3.2	28	67.7	15	31	
	STANSTED	RYANAIR	S	D	30	0	1	0.0	3.2	61.3	22.6	6.5	0.0	3.2	0.0	0.0	0.0	3.2	17	90.3	8	31	
	MANCHESTER	RYANAIR	S	A	13	0	0	0.0	61.5	15.4	7.7	7.7	0.0	7.7	0.0	0.0	0.0	0.0	16	92.9	4	14	
	MANCHESTER	RYANAIR	S	D	13	0	0	0.0	7.7	53.8	15.4	7.7	7.7	7.7	0.0	0.0	0.0	0.0	26	92.9	10	14	
<b>TOTAL VALENCIA</b>					<b>429</b>	<b>0</b>	<b>2</b>	<b>6.3</b>	<b>27.1</b>	<b>35.7</b>	<b>12.8</b>	<b>7.9</b>	<b>5.3</b>	<b>3.2</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.5</b>	<b>20</b>	<b>81.2</b>	<b>10</b>	<b>381</b>	
VALLADOLID																							
	EDINBURGH	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	22	1	
	EDINBURGH	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	47	1	
	STANSTED	EVELOP	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	33	0.0	0	0	
	STANSTED	EVELOP	C	D	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	50	0.0	0	0	
<b>TOTAL VALLADOLID</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0.0</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>42</b>	<b>0.0</b>	<b>35</b>	<b>2</b>	
VANCOUVER																							
	GLASGOW	AIR TRANSAT	S	A	5	0	0	80.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	11	5	

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	
	GLASGOW	AIR TRANSAT	S	D	5	0	0	40.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	40.0	18	5
	GATWICK	AIR TRANSAT	S	A	15	0	0	20.0	13.3	33.3	13.3	13.3	6.7	0.0	0.0	0.0	0.0	14	50.0	23	14
	GATWICK	AIR TRANSAT	S	D	19	0	0	0.0	26.3	63.2	10.5	0.0	0.0	0.0	0.0	0.0	0.0	6	78.6	10	14
	GATWICK	WEST JET AIRLINES	S	A	27	0	0	7.4	44.4	29.6	7.4	3.7	3.7	3.7	0.0	0.0	0.0	14	64.3	17	27
	GATWICK	WEST JET AIRLINES	S	D	27	0	1	0.0	28.6	35.7	14.3	7.1	7.1	3.6	0.0	0.0	3.6	18	53.6	26	26
	HEATHROW	AIR CANADA	S	A	31	0	0	19.4	38.7	29.0	9.7	0.0	0.0	0.0	3.2	0.0	0.0	15	54.8	15	31
	HEATHROW	AIR CANADA	S	D	31	0	0	0.0	25.8	51.6	19.4	0.0	0.0	0.0	3.2	0.0	0.0	17	83.9	10	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	3.2	41.9	32.3	9.7	9.7	3.2	0.0	0.0	0.0	0.0	11	63.3	22	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	0.0	6.5	35.5	29.0	22.6	6.5	0.0	0.0	0.0	0.0	24	53.3	23	30
	MANCHESTER	AIR TRANSAT	S	A	9	0	0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	4	66.7	15	6
	MANCHESTER	AIR TRANSAT	S	D	9	0	0	0.0	33.3	33.3	22.2	11.1	0.0	0.0	0.0	0.0	0.0	13	50.0	16	6
<b>TOTAL VANCOUVER</b>					<b>240</b>	<b>0</b>	<b>1</b>	<b>8.3</b>	<b>30.3</b>	<b>35.7</b>	<b>14.1</b>	<b>6.6</b>	<b>2.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.0</b>	<b>0.0</b>	<b>14</b>	<b>62.3</b>	<b>18</b>	<b>225</b>
VARADERO																					
	GATWICK	TUI AIRWAYS LTD	C	A	4	0	0	0.0	0.0	25.0	25.0	50.0	0.0	0.0	0.0	0.0	0.0	27	25.0	36	4
	GATWICK	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	4	100.0	11	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	5
	GATWICK	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	100.0	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	40	75.0	36	4
	MANCHESTER	THOMAS COOK AIRLINES 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	35	75.0	45	4
<b>TOTAL VARADERO</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>25.0</b>	<b>31.3</b>	<b>6.3</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>26</b>	<b>80.0</b>	<b>20</b>	<b>25</b>
VARNA																					
	BIRMINGHAM	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	10	0.0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES 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	13	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	A	2	0	0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	68	0.0	0	0
	GATWICK	TUI AIRWAYS LTD	C	D	3	0	0	0.0	0.0	66.7	0.0	0.0	33.3	0.0	0.0	0.0	0.0	30	0.0	0	0
	LUTON	WIZZ AIR	S	A	26	0	0	23.1	34.6	19.2	11.5	7.7	0.0	3.8	0.0	0.0	0.0	14	81.5	10	27
	LUTON	WIZZ AIR	S	D	26	0	0	0.0	15.4	23.1	38.5	3.8	15.4	3.8	0.0	0.0	0.0	30	88.9	5	27
	MANCHESTER	BH 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	100.0	0	1
	MANCHESTER	BH AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	SMARTWINGS	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	57	0.0	0	0
	MANCHESTER	THOMAS COOK AIRLINES 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
	MANCHESTER	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	0.0	0	0



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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	30	0.0	0	0	
	MANCHESTER	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	5	0.0	0	0		
<b>TOTAL VARNA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>9.7</b>	<b>23.6</b>	<b>25.0</b>	<b>23.6</b>	<b>6.9</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>21</b>	<b>85.7</b>	<b>7</b>	<b>56</b>	
VASTERAS																							
	STANSTED	RYANAIR	S	A	16	0	1	0.0	29.4	29.4	11.8	17.6	5.9	0.0	0.0	0.0	0.0	5.9	16	90.9	4	22	
	STANSTED	RYANAIR	S	D	16	0	1	0.0	11.8	52.9	17.6	11.8	0.0	0.0	0.0	0.0	0.0	5.9	15	95.5	4	22	
<b>TOTAL VASTERAS</b>					<b>32</b>	<b>0</b>	<b>2</b>	<b>0.0</b>	<b>20.6</b>	<b>41.2</b>	<b>14.7</b>	<b>14.7</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.9</b>	<b>15</b>	<b>93.2</b>	<b>4</b>	<b>44</b>	
VENICE																							
	BIRMINGHAM	JET2.COM LTD	S	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	0.0	0	0	
	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	6	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	66.7	13	15		
	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	60.0	16	15		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	6.5	51.6	19.4	3.2	6.5	6.5	3.2	0.0	0.0	3.2	14	100.0	2	26		
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	0.0	3.2	48.4	16.1	12.9	9.7	3.2	3.2	0.0	0.0	3.2	32	76.9	7	26	
	BRISTOL	RYANAIR	S	A	18	0	0	0.0	11.1	33.3	11.1	27.8	16.7	0.0	0.0	0.0	0.0	29	64.7	17	17		
	BRISTOL	RYANAIR	S	D	18	0	0	0.0	5.6	83.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9	100.0	6	17		
	CARDIFF WALES	FLYBE LTD	S	A	8	0	0	0.0	25.0	0.0	0.0	37.5	37.5	0.0	0.0	0.0	0.0	49	0.0	0	0		
	CARDIFF WALES	FLYBE LTD	S	D	8	0	0	0.0	12.5	37.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	21	0.0	0	0		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	29.4	23.5	35.3	5.9	0.0	5.9	0.0	0.0	0.0	0.0	8	77.8	7	18		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	17.6	41.2	17.6	11.8	11.8	0.0	0.0	0.0	0.0	23	61.1	14	18		
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	3	23.1	22	13		
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	76.9	10	13		
	GLASGOW	BA CITYFLYER LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1		
	GLASGOW	BA CITYFLYER LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	12	1		
	GLASGOW	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		
	LEEDS BRADFORD	JET2.COM LTD	S	A	8	0	0	12.5	0.0	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	11	88.9	12	9		
	LEEDS BRADFORD	JET2.COM LTD	S	D	8	0	0	0.0	0.0	62.5	25.0	12.5	0.0	0.0	0.0	0.0	0.0	13	77.8	6	9		
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	A	8	0	1	33.3	33.3	11.1	0.0	0.0	11.1	0.0	0.0	0.0	11.1	11	0.0	0	0		
	LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S	D	8	0	1	0.0	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	11.1	7	0.0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1		

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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			
	GATWICK	BRITISH AIRWAYS PLC	S	A	108	0	2	17.3	40.9	12.7	9.1	7.3	8.2	0.9	1.8	0.0	0.0	1.8	19	80.7	9	112			
	GATWICK	BRITISH AIRWAYS PLC	S	D	108	0	3	0.0	38.7	38.7	8.1	7.2	3.6	0.0	0.9	0.0	0.0	2.7	12	77.4	9	113			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	116	0	6	10.7	33.6	23.0	5.7	9.0	9.0	3.3	0.8	0.0	0.0	4.9	22	75.0	14	122			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	117	0	6	0.0	17.9	42.3	17.9	7.3	6.5	2.4	0.8	0.0	0.0	4.9	21	62.9	17	122			
	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	82.4	13	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	88.2	4	17			
	GATWICK	TUI AIRWAYS LTD	C	A	3	0	0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	50.0	19	2			
	GATWICK	TUI AIRWAYS LTD	C	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	50.0	14	4			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	75	0	2	33.8	28.6	10.4	15.6	1.3	7.8	0.0	0.0	0.0	0.0	2.6	11	80.6	17	67			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	75	0	2	0.0	26.0	37.7	16.9	10.4	6.5	0.0	0.0	0.0	0.0	2.6	16	80.6	12	67			
	LONDON CITY	BA CITYFLYER LTD	S	A	13	0	0	0.0	23.1	38.5	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	78.6	8	14			
	LONDON CITY	BA CITYFLYER LTD	S	D	13	0	0	0.0	15.4	61.5	15.4	7.7	0.0	0.0	0.0	0.0	0.0	0.0	10	85.7	9	14			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	0.0	16.1	25.8	6.5	22.6	19.4	3.2	6.5	0.0	0.0	0.0	51	48.4	27	31			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	0.0	3.1	56.3	18.8	6.3	15.6	0.0	0.0	0.0	0.0	0.0	23	67.7	15	31			
	LUTON	WINDJET SPA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	19	1			
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	7.7	15.4	30.8	7.7	23.1	7.7	0.0	7.7	0.0	0.0	0.0	34	62.5	14	16			
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	7.1	14.3	28.6	21.4	21.4	0.0	7.1	0.0	0.0	0.0	0.0	25	75.0	13	16			
	MANCHESTER	JET2.COM LTD	S	A	21	0	0	9.5	33.3	47.6	4.8	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6	76.2	11	21			
	MANCHESTER	JET2.COM LTD	S	D	21	0	0	0.0	23.8	57.1	14.3	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9	85.7	7	21			
	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	64.7	15	17			
	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	82.4	9	17			
	MANCHESTER	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	42	66.7	15	3			
	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	0.0	6	100.0	5	4			
	SOUTHEND	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	28.6	27	6			
	SOUTHEND	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	71.4	9	7			
<b>TOTAL VENICE</b>					<b>970</b>	<b>0</b>	<b>25</b>	<b>7.4</b>	<b>27.2</b>	<b>33.3</b>	<b>11.5</b>	<b>8.7</b>	<b>7.2</b>	<b>1.2</b>	<b>0.9</b>	<b>0.0</b>	<b>0.0</b>	<b>2.5</b>	<b>18</b>	<b>74.0</b>	<b>12</b>	<b>1061</b>			
VERONA VILLAFRANCA																									
	BELFAST INTERNATIONAL	ERNEST AIRLINES	C	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0			
	BELFAST INTERNATIONAL	ERNEST AIRLINES	C	D	1	0	0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	35	0.0	0	0			

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	0.0	35	1		
BELFAST INTERNATIONAL	MERIDIANA 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	40	1		
BIRMINGHAM	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	13	0.0	54	1		
BIRMINGHAM	FLYBE LTD	C D	2	0	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	22	100.0	8	2		
BIRMINGHAM	FLYBE 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	21	0.0	25	1		
BIRMINGHAM	RYANAIR	S A	8	0	0	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	13	77.8	6	9		
BIRMINGHAM	RYANAIR	S D	8	0	0	0	0	0.0	0.0	87.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8	88.9	7	9		
BIRMINGHAM	TUI AIRWAYS LTD	C A	6	0	0	0	16.7	50.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	66.7	17	6		
BIRMINGHAM	TUI AIRWAYS LTD	C D	8	0	0	0	0.0	25.0	62.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	12	8		
BRISTOL	NEOS SPA	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	0.0	21	0.0	0	0		
BRISTOL	NEOS SPA	C D	1	0	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C A	2	0	0	0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0		
BRISTOL	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0		
CARDIFF WALES	FLYBE LTD	S A	9	0	0	0	11.1	33.3	0.0	22.2	22.2	0.0	11.1	0.0	0.0	0.0	0.0	32	66.7	38	9		
CARDIFF WALES	FLYBE LTD	S D	9	0	0	0	0.0	22.2	33.3	11.1	22.2	0.0	11.1	0.0	0.0	0.0	0.0	30	55.6	43	9		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	4	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	5	3		
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	4	0	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	66.7	10	3		
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	S A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	16	1		
EDINBURGH	JET2.COM LTD	S A	7	0	0	0	14.3	28.6	42.9	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	2	4		
EDINBURGH	JET2.COM LTD	S D	7	0	0	0	0.0	14.3	57.1	14.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	17	100.0	0	4		
GLASGOW	ALBA STAR	C A	2	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	50.0	21	2		
GLASGOW	ALBA STAR	C D	3	0	0	0	0.0	33.3	33.3	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	15	33.3	19	3		
GLASGOW	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	0.0	0	100.0	0	1		
GLASGOW	TUI AIRWAYS LTD	C D	3	0	0	0	0.0	33.3	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	100.0	0	2		
LEEDS BRADFORD	JET2.COM LTD	S A	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	17	0.0	0	0		
LEEDS BRADFORD	JET2.COM LTD	S D	4	0	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	0.0	45	1		
GATWICK	AIR HORIZONT	C A	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1		
GATWICK	BRITISH AIRWAYS PLC	S A	48	0	1	24.5	32.7	10.2	8.2	10.2	6.1	4.1	2.0	0.0	0.0	2.0	23	88.0	7	50			
GATWICK	BRITISH AIRWAYS PLC	S D	48	0	1	0.0	26.5	46.9	12.2	2.0	10.2	0.0	0.0	0.0	0.0	2.0	13	80.0	8	50			
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	42	0	1	2.3	18.6	30.2	18.6	9.3	9.3	4.7	4.7	0.0	0.0	2.3	38	70.5	16	43			
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	42	0	1	0.0	7.0	55.8	20.9	7.0	7.0	0.0	0.0	0.0	0.0	2.3	17	77.3	16	43			

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

		Origin/Destinations: V																	MAY 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
	GATWICK	NORWEGIAN AIR INTERNATIONAL	C	A	2	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0
	GATWICK	NORWEGIAN AIR INTERNATIONAL	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	1	0.0	0	0
	GATWICK	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	17	100.0	2	3
	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	0.0	8	100.0	3	5
	STANSTED	JET2.COM LTD	S	A	5	0	0	0.0	40.0	0.0	20.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	72	0.0	0	0
	STANSTED	JET2.COM LTD	S	D	5	0	0	0.0	0.0	40.0	20.0	20.0	0.0	0.0	20.0	0.0	0.0	0.0	52	0.0	0	0
	STANSTED	RYANAIR	S	A	22	0	0	9.1	36.4	27.3	9.1	9.1	4.5	0.0	4.5	0.0	0.0	0.0	22	86.4	5	22
	STANSTED	RYANAIR	S	D	22	0	0	0.0	4.5	72.7	13.6	0.0	4.5	0.0	4.5	0.0	0.0	0.0	20	95.5	8	22
	MANCHESTER	AIR ONE	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1
	MANCHESTER	JET2.COM LTD	S	A	7	0	0	14.3	0.0	14.3	0.0	28.6	28.6	14.3	0.0	0.0	0.0	0.0	53	0.0	0	0
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	0.0	14.3	42.9	0.0	14.3	14.3	14.3	0.0	0.0	0.0	0.0	43	0.0	0	0
	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	12	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	76.9	15	13
	MANCHESTER	TUI AIRWAYS LTD	C	A	3	0	0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	66.7	9	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	20	80.0	8	10
	MANCHESTER	TUI AIRWAYS LTD	S	A	4	0	0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0
	NEWCASTLE	NEOS SPA	S	A	3	0	0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	3
	NEWCASTLE	NEOS SPA	S	D	4	0	0	0.0	25.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	3	4
	NEWCASTLE	TUI AIRWAYS LTD	S	A	3	0	0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15	100.0	0	3
	NEWCASTLE	TUI AIRWAYS LTD	S	D	4	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	0	4
	SOUTHAMPTON	FLYBE LTD	S	A	9	0	0	11.1	33.3	33.3	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	12	66.7	21	9
	SOUTHAMPTON	FLYBE LTD	S	D	9	0	0	0.0	33.3	44.4	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	5	8
	DURHAM TEES VALLEY	AIR HORIZONT	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	61	1
<b>TOTAL VERONA VILLAFRANCA</b>					<b>408</b>	<b>0</b>	<b>4</b>	<b>5.3</b>	<b>24.3</b>	<b>39.6</b>	<b>12.6</b>	<b>8.0</b>	<b>5.6</b>	<b>1.9</b>	<b>1.7</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>20</b>	<b>79.3</b>	<b>12</b>	<b>398</b>
<b>VIENNA</b>																						
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	22	0	0	4.5	50.0	27.3	13.6	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7	85.2	5	27
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	22	0	0	0.0	22.7	27.3	18.2	22.7	9.1	0.0	0.0	0.0	0.0	0.0	22	77.8	8	27
	BRISTOL	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	37.5	12.5	0.0	12.5	25.0	0.0	0.0	0.0	0.0	0.0	26	77.8	8	9
	BRISTOL	EASYJET AIRLINE COMPANY 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	26	66.7	14	9
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	7.1	50.0	21.4	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	92.3	3	13
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	21.4	71.4	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	100.0	1	13

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	12.5	62.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	77.8	9	9
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	8	9
	GLASGOW	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	0.0	0	0.0	27	1
	JERSEY	AUSTRIAN AIRLINES	C	A	1	0	0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	100.0	0	1
	JERSEY	AUSTRIAN AIRLINES	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	176	0.0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	3.8	21.3	28.8	12.5	13.8	10.0	7.5	2.5	0.0	0.0	0.0	37	55.2	23	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	0.0	28.4	44.4	16.0	4.9	4.9	0.0	1.2	0.0	0.0	0.0	16	72.4	14	58
	HEATHROW	AUSTRIAN AIRLINES	S	A	123	0	1	2.4	35.5	32.3	12.1	7.3	8.1	0.8	0.8	0.0	0.0	0.8	17	88.7	7	124
	HEATHROW	AUSTRIAN AIRLINES	S	D	122	0	1	0.0	7.3	53.7	19.5	8.1	8.1	2.4	0.0	0.0	0.0	0.8	22	78.2	9	124
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	2	14.6	33.8	27.8	9.9	6.0	4.6	0.7	1.3	0.0	0.0	1.3	14	87.7	8	146
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	2	0.0	30.5	51.0	9.3	4.6	2.6	0.7	0.0	0.0	0.0	1.3	11	82.9	11	146
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	0.0	11.8	58.8	17.6	11.8	0.0	0.0	0.0	0.0	0.0	0.0	12	76.5	9	17
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	0.0	11.8	47.1	23.5	17.6	0.0	0.0	0.0	0.0	0.0	0.0	15	88.9	10	18
	STANSTED	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	66.7	9	3
	STANSTED	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	0.0	0	66.7	10	3
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	25	0	2	0.0	7.4	40.7	14.8	14.8	11.1	3.7	0.0	0.0	0.0	7.4	29	74.1	17	27
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	25	0	2	0.0	7.4	33.3	22.2	14.8	7.4	7.4	0.0	0.0	0.0	7.4	36	63.0	21	27
	MANCHESTER	AUSTRIAN AIRLINES	S	A	31	0	0	0.0	51.6	38.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	74.2	16	31
	MANCHESTER	AUSTRIAN AIRLINES	S	D	31	0	0	0.0	16.1	48.4	32.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	11	90.3	9	31
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	0.0	50.0	21.4	7.1	7.1	7.1	7.1	0.0	0.0	0.0	0.0	23	57.1	27	13
	MANCHESTER	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	0.0	14.3	57.1	7.1	14.3	0.0	7.1	0.0	0.0	0.0	0.0	22	50.0	36	13
	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	100.0	7	1
	SOUTHEND	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	90.0	6	10
	SOUTHEND	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	66.7	19	9
	SOUTHEND	STOBART AIR	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	0.0	0	0
	SOUTHEND	STOBART AIR	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	3	0.0	0	0
<b>TOTAL VIENNA</b>					<b>1004</b>	<b>0</b>	<b>10</b>	<b>3.2</b>	<b>27.8</b>	<b>39.4</b>	<b>13.5</b>	<b>7.3</b>	<b>5.3</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>79.7</b>	<b>11</b>	<b>977</b>

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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
VIGO	EDINBURGH	RYANAIR	S	A	8	0	1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0	44.4	16	9
	EDINBURGH	RYANAIR	S	D	9	0	0	11.1	44.4	33.3	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	3	9	
	MANCHESTER	AIR EUROPA	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	17	1	
	MANCHESTER	AIR EUROPA	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	20	1	
	MANCHESTER	ALK Airlines/Air Lubo	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	13	1	
	MANCHESTER	ALK Airlines/Air Lubo	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	51	1	
	MANCHESTER	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	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	100.0	10	1	
	MANCHESTER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	108	1	
	MANCHESTER	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	100.0	13	1	
	MANCHESTER	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	100.0	0	1	
	MANCHESTER	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	66.7	17	3	
	MANCHESTER	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	66.7	15	3	
	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	33	2	
	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	64	2	
<b>TOTAL VIGO</b>					<b>17</b>	<b>0</b>	<b>1</b>	<b>27.8</b>	<b>38.9</b>	<b>22.2</b>	<b>5.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.6</b>	<b>3</b>	<b>59.5</b>	<b>19</b>	<b>37</b>
VILNIUS	BELFAST INTERNATIONAL	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	1	100.0	1	9	
	BELFAST INTERNATIONAL	WIZZ AIR	S	D	9	0	0	0.0	0.0	88.9	0.0	0.0	0.0	11.1	0.0	0.0	0.0	38	88.9	7	9	
	BIRMINGHAM	RYANAIR	S	A	9	0	0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	4	9	
	BIRMINGHAM	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	12	77.8	14	9	
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	8	0	0	12.5	62.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	92.9	7	14	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	8	0	0	0.0	37.5	37.5	25.0	0.0	0.0	0.0	0.0	0.0	0.0	6	78.6	9	14	
	LEEDS BRADFORD	RYANAIR	S	A	8	0	0	12.5	50.0	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	8	88.9	2	9	
	LEEDS BRADFORD	RYANAIR	S	D	8	0	0	0.0	37.5	50.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	8	88.9	12	9	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	8	0	0	50.0	37.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	88.9	4	9	
	LIVERPOOL (JOHN LENNON)	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	2	88.9	5	9	
	LUTON	RYANAIR	S	A	22	0	0	4.5	27.3	40.9	22.7	4.5	0.0	0.0	0.0	0.0	0.0	9	82.6	6	23	
	LUTON	RYANAIR	S	D	23	0	0	0.0	13.0	60.9	13.0	13.0	0.0	0.0	0.0	0.0	0.0	12	82.6	8	23	
	LUTON	WIZZ AIR	S	A	54	0	0	37.0	33.3	14.8	1.9	9.3	3.7	0.0	0.0	0.0	0.0	8	91.9	4	62	

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

Origin/Destinations: V

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	54	0	0	0.0	13.0	57.4	9.3	13.0	5.6	1.9	0.0	0.0	0.0	0.0	17	79.0	11	62			
	STANSTED	RYANAIR	S	A	31	0	0	0.0	48.4	35.5	9.7	0.0	6.5	0.0	0.0	0.0	0.0	9	93.5	6	31				
	STANSTED	RYANAIR	S	D	31	0	0	0.0	0.0	16.1	35.5	29.0	16.1	3.2	0.0	0.0	0.0	37	80.6	14	31				
<b>TOTAL VILNIUS</b>					<b>299</b>	<b>0</b>	<b>0</b>	<b>9.4</b>	<b>27.4</b>	<b>38.1</b>	<b>11.0</b>	<b>8.4</b>	<b>4.7</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13</b>	<b>86.1</b>	<b>7</b>	<b>332</b>			
VITORIA																									
	CARDIFF WALES	ALBA STAR	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			
	CARDIFF WALES	CELLO AVIATION 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	57	0.0	0	0				
<b>TOTAL VITORIA</b>					<b>1</b>	<b>1</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>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>57</b>	<b>0.0</b>	<b>0</b>	<b>0</b>			
VOLOS NEA ANCHILOS																									
	GATWICK	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	15	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	27	1				
	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	100.0	8	1				
<b>TOTAL VOLOS NEA ANCHILOS</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>15</b>	<b>50.0</b>	<b>18</b>	<b>2</b>				

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

		Origin/Destinations: W																	MAY 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
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	77.8	12	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	0.0	0	66.7	13	9
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	22.2	55.6	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	9
	BIRMINGHAM	WIZZ AIR	S	D	9	0	0	0.0	22.2	44.4	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	66.7	15	9
	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	66.7	13	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	33.3	24	9
	DONCASTER SHEFFIELD	WIZZ AIR	S	A	13	0	0	15.4	76.9	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	1	14
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	100.0	3	14
	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	77.8	9	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	0.0	0	77.8	11	9
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	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	100.0	1	13
	LIVERPOOL (JOHN LENNON)	WIZZ AIR	S	D	13	0	0	0.0	0.0	69.2	15.4	7.7	7.7	0.0	0.0	0.0	0.0	0.0	18	100.0	1	13
	HEATHROW	BRITISH AIRWAYS PLC	S	A	79	0	0	25.3	34.2	21.5	6.3	10.1	2.5	0.0	0.0	0.0	0.0	0.0	9	85.2	8	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	79	0	0	0.0	27.8	41.8	19.0	10.1	1.3	0.0	0.0	0.0	0.0	0.0	12	72.1	11	61
	HEATHROW	LOT-POLISH AIRLINES	S	A	93	0	0	31.2	30.1	16.1	8.6	6.5	7.5	0.0	0.0	0.0	0.0	0.0	12	84.9	9	93
	HEATHROW	LOT-POLISH AIRLINES	S	D	93	0	0	0.0	28.0	52.7	5.4	5.4	8.6	0.0	0.0	0.0	0.0	0.0	13	70.7	13	92
	LUTON	WIZZ AIR	S	A	108	0	0	9.3	37.0	25.0	11.1	8.3	5.6	1.9	1.9	0.0	0.0	0.0	19	87.3	9	102
	LUTON	WIZZ AIR	S	D	108	0	0	0.0	3.7	52.8	13.0	16.7	8.3	2.8	1.9	0.9	0.0	0.0	33	77.5	18	102
	MANCHESTER	SPRINTAIR	S	D	0	0	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0	0.0	0	0
<b>TOTAL WARSAW (CHOPIN)</b>					<b>630</b>	<b>0</b>	<b>1</b>	<b>10.0</b>	<b>27.9</b>	<b>35.5</b>	<b>10.6</b>	<b>8.7</b>	<b>5.5</b>	<b>0.8</b>	<b>0.6</b>	<b>0.2</b>	<b>0.0</b>	<b>0.2</b>	<b>16</b>	<b>80.5</b>	<b>11</b>	<b>637</b>
WARSAW (MODLIN MASOVIA)																						
	BELFAST INTERNATIONAL	RYANAIR	S	A	9	0	0	11.1	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9
	BELFAST INTERNATIONAL	RYANAIR	S	D	9	0	0	0.0	0.0	88.9	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	7	9
	BIRMINGHAM	RYANAIR	S	A	14	0	0	14.3	64.3	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	76.9	10	13
	BIRMINGHAM	RYANAIR	S	D	14	0	0	0.0	14.3	71.4	7.1	7.1	0.0	0.0	0.0	0.0	0.0	0.0	8	100.0	4	13
	BRISTOL	RYANAIR	S	A	18	0	0	38.9	44.4	0.0	5.6	5.6	0.0	5.6	0.0	0.0	0.0	0.0	13	83.3	9	18
	BRISTOL	RYANAIR	S	D	18	0	0	0.0	33.3	50.0	0.0	11.1	5.6	0.0	0.0	0.0	0.0	0.0	10	77.8	14	18
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	14	0	0	0.0	14.3	21.4	14.3	21.4	14.3	7.1	7.1	0.0	0.0	0.0	55	76.9	12	13
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	14	0	0	0.0	14.3	35.7	21.4	7.1	7.1	7.1	7.1	0.0	0.0	0.0	49	76.9	13	13
	EDINBURGH	RYANAIR	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	2	92.3	5	13
	EDINBURGH	RYANAIR	S	D	14	0	0	0.0	64.3	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	92.3	4	13



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

ORIGIN/DESTINATION		REPORTING AIRPORT		AIRLINE		C/ S		A/ D		Origin/Destinations: W										MAY 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)
GLASGOW	RYANAIR	S	A	13	0	0	0.0	23.1	15.4	7.7	30.8	23.1	0.0	0.0	0.0	0.0	0.0	35	71.4	10	14						
GLASGOW	RYANAIR	S	D	13	0	0	0.0	7.7	38.5	7.7	30.8	15.4	0.0	0.0	0.0	0.0	0.0	33	92.9	6	14						
LEEDS BRADFORD	RYANAIR	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	100.0	1	8						
LEEDS BRADFORD	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	8						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	18	0	0	0.0	44.4	38.9	5.6	0.0	0.0	11.1	0.0	0.0	0.0	0.0	20	94.4	2	18						
LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	18	0	0	0.0	33.3	61.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	7	100.0	0	18						
STANSTED	RYANAIR	S	A	107	0	2	3.7	26.6	19.3	14.7	18.3	10.1	0.9	2.8	1.8	0.0	1.8	35	84.7	8	111						
STANSTED	RYANAIR	S	D	108	0	2	0.0	4.5	34.5	21.8	24.5	9.1	0.9	2.7	0.0	0.0	1.8	34	82.0	10	111						
MANCHESTER	RYANAIR	S	A	13	0	0	7.7	30.8	38.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	16	78.6	9	14						
MANCHESTER	RYANAIR	S	D	13	0	0	0.0	7.7	69.2	7.7	0.0	15.4	0.0	0.0	0.0	0.0	0.0	19	78.6	12	14						
NEWCASTLE	RYANAIR	S	A	9	0	0	22.2	77.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	9						
NEWCASTLE	RYANAIR	S	D	9	0	0	0.0	55.6	44.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	100.0	9	9						
<b>TOTAL WARSAW (MODLIN MASOVIA)</b>				<b>477</b>	<b>0</b>	<b>4</b>	<b>5.0</b>	<b>26.8</b>	<b>31.8</b>	<b>11.6</b>	<b>13.3</b>	<b>6.9</b>	<b>1.7</b>	<b>1.7</b>	<b>0.4</b>	<b>0.0</b>	<b>0.8</b>	<b>24</b>	<b>86.0</b>	<b>8</b>	<b>480</b>						
WASHINGTON (DULLES)																											
EDINBURGH	UNITED AIRLINES	S	A	8	0	0	25.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	0.0	0	0						
EDINBURGH	UNITED AIRLINES	S	D	8	0	0	0.0	87.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0	0						
HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	25.8	35.5	12.9	14.5	4.8	6.5	0.0	0.0	0.0	0.0	0.0	12	55.7	27	61						
HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	0.0	17.7	53.2	17.7	6.5	1.6	1.6	0.0	1.6	0.0	0.0	20	73.8	20	61						
HEATHROW	UNITED AIRLINES	S	A	93	0	2	29.5	31.6	21.1	4.2	7.4	3.2	0.0	1.1	0.0	0.0	2.1	11	75.3	13	93						
HEATHROW	UNITED AIRLINES	S	D	91	0	2	2.2	61.3	22.6	4.3	3.2	2.2	1.1	1.1	0.0	0.0	2.2	9	93.5	6	92						
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	22.6	22.6	29.0	3.2	9.7	9.7	0.0	3.2	0.0	0.0	0.0	24	79.3	16	29						
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	0.0	51.6	38.7	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4	82.8	10	29						
MANCHESTER	LUFTHANSA	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						
<b>TOTAL WASHINGTON (DULLES)</b>				<b>387</b>	<b>0</b>	<b>4</b>	<b>14.1</b>	<b>39.4</b>	<b>26.9</b>	<b>8.2</b>	<b>5.4</b>	<b>3.6</b>	<b>0.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.0</b>	<b>1.0</b>	<b>12</b>	<b>77.3</b>	<b>15</b>	<b>365</b>						
WHITE PLAINS																											
GATWICK	NETJETS AVIATION (USA)	C	A	0	0	0	0.0	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						
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	36	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>0.0</b>	<b>46</b>	<b>2</b>						
WICK JOHN O GROATS																											
ABERDEEN	EASTERN AIRWAYS	S	A	0	1	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0	83.7	16	49						
ABERDEEN	EASTERN AIRWAYS	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	10	78.7	18	47						

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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							
	ABERDEEN	FLYBE LTD	S	A	39	0	12	5.9	13.7	23.5	3.9	9.8	2.0	15.7	2.0	0.0	0.0	23.5	46	0.0	0	0	
	ABERDEEN	FLYBE LTD	S	D	41	0	11	1.9	13.5	26.9	3.8	7.7	7.7	15.4	1.9	0.0	0.0	21.2	48	0.0	0	0	
	EDINBURGH	LOGANAIR LTD	S	A	26	0	1	7.4	44.4	33.3	3.7	3.7	3.7	0.0	0.0	0.0	0.0	3.7	6	71.9	14	31	
	EDINBURGH	LOGANAIR LTD	S	D	27	0	0	0.0	59.3	37.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4	71.9	16	31	
<b>TOTAL WICK JOHN O GROATS</b>					<b>134</b>	<b>1</b>	<b>26</b>	<b>3.7</b>	<b>26.1</b>	<b>28.6</b>	<b>3.1</b>	<b>6.8</b>	<b>3.7</b>	<b>9.9</b>	<b>1.2</b>	<b>0.0</b>	<b>0.6</b>	<b>16.1</b>	<b>30</b>	<b>77.5</b>	<b>16</b>	<b>158</b>	
WROCLAW																							
	BELFAST INTERNATIONAL	RYANAIR	S	A	8	0	0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	1	9	
	BELFAST INTERNATIONAL	RYANAIR	S	D	8	0	0	0.0	12.5	75.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	100.0	3	9	
	BIRMINGHAM	WIZZ AIR	S	A	9	0	0	11.1	33.3	44.4	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	7	88.9	6	9	
	BIRMINGHAM	WIZZ AIR	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	16	77.8	12	9	
	BRISTOL	RYANAIR	S	A	9	0	0	11.1	66.7	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	88.9	4	9	
	BRISTOL	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	33	66.7	14	9	
	DONCASTER SHEFFIELD	WIZZ AIR	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	9	84.6	9	13	
	DONCASTER SHEFFIELD	WIZZ AIR	S	D	8	0	0	0.0	62.5	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	69.2	15	13	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	A	22	0	0	0.0	40.9	18.2	18.2	13.6	4.5	4.5	0.0	0.0	0.0	0.0	21	95.5	1	22	
	EAST MIDLANDS INTERNATIONAL	RYANAIR	S	D	22	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	95.5	5	22	
	EDINBURGH	RYANAIR	S	A	10	0	0	0.0	10.0	30.0	30.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	31	0.0	0	0	
	EDINBURGH	RYANAIR	S	D	10	0	0	0.0	20.0	40.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	18	0.0	0	0	
	GLASGOW	RYANAIR	S	A	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	16	100.0	0	9	
	GLASGOW	RYANAIR	S	D	8	0	0	0.0	0.0	50.0	25.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	32	88.9	2	9	
	LEEDS BRADFORD	RYANAIR	S	A	9	0	0	11.1	66.7	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	0.0	9	0.0	0	0	
	LEEDS BRADFORD	RYANAIR	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	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	A	14	0	0	7.1	64.3	7.1	7.1	14.3	0.0	0.0	0.0	0.0	0.0	0.0	7	84.6	5	13	
	LIVERPOOL (JOHN LENNON)	RYANAIR	S	D	14	0	0	0.0	7.1	57.1	21.4	14.3	0.0	0.0	0.0	0.0	0.0	0.0	12	76.9	7	13	
	LUTON	WIZZ AIR	S	A	42	0	0	52.4	33.3	7.1	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	3	96.8	2	31	
	LUTON	WIZZ AIR	S	D	42	0	0	0.0	31.0	50.0	9.5	9.5	0.0	0.0	0.0	0.0	0.0	0.0	11	80.6	12	31	
	STANSTED	RYANAIR	S	A	51	0	1	7.7	36.5	28.8	15.4	5.8	1.9	0.0	0.0	1.9	0.0	1.9	19	94.3	3	53	
	STANSTED	RYANAIR	S	D	51	0	1	0.0	1.9	21.2	21.2	34.6	13.5	1.9	3.8	0.0	0.0	1.9	44	56.6	14	53	
	MANCHESTER	RYANAIR	S	A	13	0	0	7.7	53.8	23.1	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	33	85.7	6	14	
	MANCHESTER	RYANAIR	S	D	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	38	57.1	15	14	
	NEWCASTLE	RYANAIR	S	A	9	0	0	11.1	77.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	3	8	

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

Origin/Destinations: W

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	
	NEWCASTLE	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	0.0	10	87.5	9	8
<b>TOTAL WROCLAW</b>					<b>425</b>	<b>0</b>	<b>2</b>	<b>8.0</b>	<b>29.0</b>	<b>32.3</b>	<b>12.6</b>	<b>11.9</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>18</b>	<b>83.4</b>	<b>7</b>	<b>380</b>	
WUHAN TIANHE INTERNATIONAL	HEATHROW	CHINA SOUTHERN	S	A	1	0	0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	0.0	0	0	
	HEATHROW	CHINA SOUTHERN	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	
<b>TOTAL WUHAN TIANHE INTERNATIONAL</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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							
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	1	9	
	BRISTOL	RYANAIR	S	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	2	9	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	12.5	50.0	25.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	6	2	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	0.0	37.5	37.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10	100.0	4	2	
	STANSTED	RYANAIR	S	A	13	0	1	7.1	28.6	21.4	14.3	14.3	7.1	0.0	0.0	0.0	0.0	7.1	20	100.0	1	13	
	STANSTED	RYANAIR	S	D	13	0	1	0.0	0.0	35.7	28.6	21.4	0.0	7.1	0.0	0.0	0.0	7.1	35	92.3	7	13	
	STANSTED	TITAN AIRWAYS LTD	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	7	1	
	STANSTED	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	25	2	
	MANCHESTER	RYANAIR	S	A	9	0	0	11.1	22.2	44.4	0.0	11.1	11.1	0.0	0.0	0.0	0.0	0.0	16	100.0	1	9	
	MANCHESTER	RYANAIR	S	D	9	0	0	0.0	0.0	66.7	22.2	11.1	0.0	0.0	0.0	0.0	0.0	0.0	16	100.0	4	9	
	MANCHESTER	TITAN AIRWAYS LTD	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	39	1	
	SOUTHEND	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	2	
	SOUTHEND	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	17	2	
	SOUTHEND	STOBART 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	0.0	65	0.0	0	0	
	SOUTHEND	STOBART 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	0.0	0	0.0	0	0	
<b>TOTAL ZADAR</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>4.7</b>	<b>20.3</b>	<b>37.5</b>	<b>14.1</b>	<b>14.1</b>	<b>4.7</b>	<b>1.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>19</b>	<b>93.2</b>	<b>4</b>	<b>74</b>	
ZAGREB	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	92.9	3	14	
	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	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	32	0	0	3.1	25.0	40.6	21.9	3.1	0.0	6.3	0.0	0.0	0.0	0.0	18	90.0	6	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	32	0	0	0.0	31.3	59.4	3.1	3.1	3.1	0.0	0.0	0.0	0.0	0.0	7	90.0	6	30	
	HEATHROW	CROATIA AIRLINES	S	A	13	0	0	0.0	23.1	38.5	15.4	23.1	0.0	0.0	0.0	0.0	0.0	0.0	16	75.0	12	36	
	HEATHROW	CROATIA AIRLINES	S	D	15	0	0	0.0	6.7	46.7	6.7	20.0	20.0	0.0	0.0	0.0	0.0	0.0	27	55.6	21	36	
	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	88.9	6	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	100.0	2	9	
<b>TOTAL ZAGREB</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>1.1</b>	<b>23.9</b>	<b>47.8</b>	<b>12.0</b>	<b>8.7</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>15</b>	<b>81.5</b>	<b>10</b>	<b>178</b>	
ZAKINTHOS	BELFAST INTERNATIONAL	JET2.COM LTD	S	A	5	0	0	60.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	80.0	15	5	
	BELFAST 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	3	100.0	1	5	

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	5	0	0	0.0	20.0	0.0	20.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32	0.0	0	0		
BIRMINGHAM	JET2.COM LTD	S D	5	0	0	0.0	0.0	40.0	0.0	40.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	39	0.0	0	0		
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S A	19	0	0	15.8	26.3	26.3	10.5	10.5	5.3	5.3	0.0	0.0	0.0	0.0	21	68.4	20	19			
BIRMINGHAM	THOMAS COOK AIRLINES LTD	S D	20	0	0	0.0	20.0	50.0	15.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	22	68.4	24	19			
BIRMINGHAM	TUI AIRWAYS LTD	C A	7	0	0	14.3	0.0	42.9	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0	30	50.0	20	6			
BIRMINGHAM	TUI AIRWAYS LTD	C D	10	0	0	0.0	0.0	40.0	10.0	30.0	0.0	20.0	0.0	0.0	0.0	0.0	47	42.9	27	7			
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	4	0.0	0	0			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S A	5	0	0	20.0	0.0	20.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	27	3			
BRISTOL	EASYJET AIRLINE COMPANY LTD	S D	5	0	0	0.0	0.0	40.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	33	25.0	23	3			
BRISTOL	THOMAS COOK AIRLINES LTD	S A	18	0	0	11.1	16.7	22.2	5.6	22.2	11.1	5.6	5.6	0.0	0.0	0.0	45	83.3	8	12			
BRISTOL	THOMAS COOK AIRLINES LTD	S D	17	0	0	0.0	23.5	29.4	17.6	17.6	11.8	0.0	0.0	0.0	0.0	0.0	24	84.6	7	13			
BRISTOL	TUI AIRWAYS LTD	C A	7	0	0	0.0	14.3	28.6	14.3	14.3	28.6	0.0	0.0	0.0	0.0	0.0	38	83.3	6	6			
BRISTOL	TUI AIRWAYS LTD	C D	10	0	0	0.0	10.0	40.0	30.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	35	71.4	12	7			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C A	6	0	0	0.0	16.7	16.7	33.3	33.3	0.0	0.0	0.0	0.0	0.0	0.0	26	20.0	25	5			
CARDIFF WALES	THOMAS COOK AIRLINES LTD	C D	6	0	0	0.0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	100.0	0	5			
CARDIFF WALES	TUI AIRWAYS LTD	C A	3	0	0	0.0	0.0	33.3	0.0	0.0	33.3	33.3	0.0	0.0	0.0	0.0	74	100.0	5	3			
CARDIFF WALES	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	39	100.0	4	4			
DONCASTER SHEFFIELD	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	44	100.0	5	3			
DONCASTER SHEFFIELD	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	0.0	20	100.0	5	4			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S A	8	0	0	0.0	25.0	12.5	12.5	25.0	12.5	12.5	0.0	0.0	0.0	0.0	43	40.0	91	5			
EAST MIDLANDS INTERNATIONAL	JET2.COM LTD	S D	8	0	0	0.0	37.5	37.5	0.0	0.0	12.5	12.5	0.0	0.0	0.0	0.0	35	80.0	63	5			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S A	13	0	0	7.7	30.8	23.1	23.1	15.4	0.0	0.0	0.0	0.0	0.0	0.0	13	66.7	12	12			
EAST MIDLANDS INTERNATIONAL	THOMAS COOK AIRLINES LTD	S D	13	0	0	0.0	30.8	61.5	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	53.8	22	13			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C A	10	0	0	10.0	40.0	10.0	30.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	14	90.9	4	11			
EAST MIDLANDS INTERNATIONAL	TUI AIRWAYS LTD	C D	13	0	0	0.0	38.5	61.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3	85.7	10	14			
EDINBURGH	JET2.COM LTD	S A	7	0	0	28.6	14.3	28.6	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	24	88.9	3	9			
EDINBURGH	JET2.COM LTD	S D	8	0	0	0.0	12.5	50.0	12.5	12.5	12.5	0.0	0.0	0.0	0.0	0.0	26	88.9	5	9			
GLASGOW	JET2.COM LTD	S A	5	0	0	20.0	0.0	40.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	23	75.0	17	4			
GLASGOW	JET2.COM LTD	S D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	75.0	21	4			

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	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	83.3	7	6		
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	5		
GLASGOW	THOMAS COOK AIRLINES LTD	S A	6	0	0	0	0	0.0	16.7	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	17	0.0	0	0		
GLASGOW	THOMAS COOK AIRLINES LTD	S D	5	0	0	0	0	0.0	40.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2	0.0	0	0		
GLASGOW	TUI AIRWAYS LTD	C A	3	0	0	0	0	0.0	0.0	33.3	0.0	33.3	33.3	0.0	0.0	0.0	0.0	39	0.0	44	3		
GLASGOW	TUI AIRWAYS LTD	C D	4	0	0	0	0	0.0	0.0	75.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	26	0.0	31	4		
LEEDS BRADFORD	JET2.COM LTD	S A	6	0	0	0	0	33.3	16.7	16.7	0.0	33.3	0.0	0.0	0.0	0.0	0.0	16	100.0	1	5		
LEEDS BRADFORD	JET2.COM LTD	S D	6	0	0	0	0	0.0	50.0	16.7	16.7	16.7	0.0	0.0	0.0	0.0	0.0	15	100.0	0	5		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S A	9	0	0	0	0	22.2	11.1	11.1	33.3	22.2	0.0	0.0	0.0	0.0	0.0	18	100.0	5	6		
LIVERPOOL (JOHN LENNON)	EASYJET AIRLINE COMPANY LTD	S D	9	0	0	0	0	0.0	44.4	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	83.3	6	6		
GATWICK	EASYJET AIRLINE COMPANY LTD	S A	18	0	1	10.5	21.1	26.3	10.5	15.8	10.5	0.0	0.0	0.0	0.0	0.0	5.3	20	87.5	9	24		
GATWICK	EASYJET AIRLINE COMPANY LTD	S D	18	0	1	0.0	15.8	52.6	21.1	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3	12	87.5	8	24		
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	0.0	100.0	0	50.0	21	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	0.0	0	66.7	14	3		
GATWICK	NORWEGIAN AIR INTERNATIONAL	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	13	100.0	15	1		
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	100.0	0	1		
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	100.0	10	1		
GATWICK	THOMAS COOK AIRLINES LTD	S A	16	0	0	0.0	12.5	37.5	18.8	25.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	26	46.7	18	15		
GATWICK	THOMAS COOK AIRLINES LTD	S D	16	0	0	0.0	25.0	56.3	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9	73.3	10	15		
GATWICK	TUI AIRWAYS LTD	C A	10	0	0	0.0	20.0	40.0	10.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	38	70.0	14	10		
GATWICK	TUI AIRWAYS LTD	C D	13	0	0	0.0	15.4	61.5	7.7	7.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15	76.9	11	13		
HEATHROW	BRITISH AIRWAYS PLC	S A	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	0.0	39	1		
HEATHROW	BRITISH AIRWAYS PLC	S D	2	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29	50.0	58	2		
LUTON	TUI AIRWAYS LTD	C A	4	0	0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	37	100.0	8	2		
LUTON	TUI AIRWAYS LTD	C D	5	0	0	0.0	0.0	0.0	60.0	0.0	0.0	20.0	0.0	20.0	0.0	0.0	0.0	149	100.0	6	3		
STANSTED	EASYJET AIRLINE COMPANY LTD	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	0.0	0.0	31	33.3	20	3		
STANSTED	EASYJET AIRLINE COMPANY 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	6	33.3	21	3		
STANSTED	JET2.COM LTD	S A	14	0	0	0.0	7.1	35.7	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	32	50.0	8	2		

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

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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	JET2.COM LTD	S	D	14	0	0	0.0	21.4	50.0	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	2	2	
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	11	0	0	0.0	0.0	27.3	18.2	18.2	27.3	0.0	9.1	0.0	0.0	0.0	57	90.0	2	9	
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	11	0	0	0.0	0.0	45.5	18.2	27.3	0.0	0.0	9.1	0.0	0.0	0.0	36	100.0	5	10	
	STANSTED	TUI AIRWAYS LTD	C	A	4	0	0	0.0	25.0	0.0	0.0	50.0	25.0	0.0	0.0	0.0	0.0	0.0	46	25.0	51	4	
	STANSTED	TUI AIRWAYS LTD	C	D	5	0	0	0.0	20.0	60.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6	60.0	34	5	
	MANCHESTER	ENTER AIR	C	A	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	62	1	
	MANCHESTER	ENTER AIR	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	72	1	
	MANCHESTER	EUROPE AIRPOST	C	A	5	0	0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	33	20.0	52	5	
	MANCHESTER	EUROPE AIRPOST	C	D	6	0	0	0.0	16.7	83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	40.0	45	5	
	MANCHESTER	JET2.COM LTD	S	A	11	0	0	9.1	18.2	36.4	18.2	18.2	0.0	0.0	0.0	0.0	0.0	0.0	18	71.4	26	7	
	MANCHESTER	JET2.COM LTD	S	D	11	0	0	0.0	0.0	72.7	9.1	18.2	0.0	0.0	0.0	0.0	0.0	0.0	17	71.4	34	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	15	0	0	6.7	20.0	20.0	20.0	6.7	20.0	0.0	6.7	0.0	0.0	0.0	39	66.7	19	15	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	15	0	0	0.0	6.7	66.7	0.0	13.3	6.7	6.7	0.0	0.0	0.0	0.0	29	81.3	16	16	
	MANCHESTER	TUI AIRWAYS LTD	C	A	13	0	0	0.0	23.1	15.4	30.8	23.1	7.7	0.0	0.0	0.0	0.0	0.0	24	78.6	8	14	
	MANCHESTER	TUI AIRWAYS LTD	C	D	17	0	0	0.0	11.8	64.7	17.6	0.0	0.0	5.9	0.0	0.0	0.0	0.0	14	72.2	9	18	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	40.0	0.0	20.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	13	100.0	0	5	
	NEWCASTLE	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	0.0	26	80.0	10	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	1	0.0	0.0	20.0	40.0	0.0	0.0	20.0	0.0	0.0	20.0	50	100.0	0	5		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	6	0	0	0.0	16.7	33.3	16.7	0.0	0.0	16.7	0.0	16.7	0.0	0.0	267	100.0	8	5	
	NEWCASTLE	TUI AIRWAYS LTD	S	A	7	0	0	0.0	28.6	14.3	14.3	28.6	14.3	0.0	0.0	0.0	0.0	0.0	28	71.4	8	7	
	NEWCASTLE	TUI AIRWAYS LTD	S	D	9	0	0	0.0	33.3	22.2	0.0	22.2	22.2	0.0	0.0	0.0	0.0	0.0	27	66.7	12	9	
<b>TOTAL ZAKINTHOS</b>					<b>605</b>	<b>0</b>	<b>4</b>	<b>4.1</b>	<b>17.7</b>	<b>38.4</b>	<b>13.8</b>	<b>14.4</b>	<b>6.7</b>	<b>3.1</b>	<b>0.7</b>	<b>0.3</b>	<b>0.0</b>	<b>0.7</b>	<b>27</b>	<b>74.0</b>	<b>15</b>	<b>535</b>	
ZARAGOZA																							
	STANSTED	RYANAIR	S	A	22	0	1	0.0	13.0	17.4	39.1	17.4	8.7	0.0	0.0	0.0	0.0	4.3	26	81.8	8	22	
	STANSTED	RYANAIR	S	D	23	0	0	0.0	4.3	47.8	30.4	8.7	4.3	0.0	4.3	0.0	0.0	0.0	28	90.9	9	22	
<b>TOTAL ZARAGOZA</b>					<b>45</b>	<b>0</b>	<b>1</b>	<b>0.0</b>	<b>8.7</b>	<b>32.6</b>	<b>34.8</b>	<b>13.0</b>	<b>6.5</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>0.0</b>	<b>2.2</b>	<b>27</b>	<b>86.4</b>	<b>8</b>	<b>44</b>	
ZURICH																							
	BIRMINGHAM	HELVETIC 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	55	1	
	BIRMINGHAM	SWISS AIRLINES	S	A	54	0	0	1.9	46.3	20.4	20.4	9.3	1.9	0.0	0.0	0.0	0.0	0.0	10	87.0	5	53	
	BIRMINGHAM	SWISS AIRLINES	S	D	54	0	0	0.0	18.5	35.2	27.8	16.7	1.9	0.0	0.0	0.0	0.0	0.0	17	72.2	10	52	
	EDINBURGH	AERO4M	C	D	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	100.0	0	1	
	EDINBURGH	EDELWEISS AIR	S	A	16	0	0	0.0	56.3	25.0	12.5	6.3	0.0	0.0	0.0	0.0	0.0	0.0	7	100.0	2	9	
	EDINBURGH	EDELWEISS AIR	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	13	77.8	7	9	
	GLASGOW	AERO4M	C	A	0	0	0	0.0	0.0	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 MAY 2018

Origin/Destinations: Z

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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			
JERSEY	JERSEY	BLUE ISLANDS LIMITED	S	A	4	0	0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	30	0.0	70	2			
JERSEY	JERSEY	BLUE ISLANDS LIMITED	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	11	0.0	0	0			
GATWICK	GATWICK	AIR INDEPENDENCE GMBH	C	D	1	0	0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0.0	0	0			
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	46	0	4	6.0	30.0	18.0	16.0	10.0	12.0	0.0	0.0	0.0	0.0	8.0	19	58.3	20	48			
GATWICK	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	46	0	3	0.0	22.4	44.9	6.1	14.3	6.1	0.0	0.0	0.0	0.0	6.1	15	52.1	22	48			
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	A	169	0	6	13.1	46.9	19.4	9.1	2.3	4.6	0.6	0.0	0.6	0.0	3.4	16	83.8	8	173			
HEATHROW	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	7	0.0	34.3	45.1	11.4	3.4	1.7	0.0	0.0	0.0	0.0	4.0	8	81.5	12	173			
HEATHROW	HEATHROW	SWISS AIRLINES	S	A	215	0	2	7.8	35.5	32.7	14.3	6.5	2.3	0.0	0.0	0.0	0.0	0.9	10	81.0	8	216			
HEATHROW	HEATHROW	SWISS AIRLINES	S	D	214	0	3	0.0	14.7	53.5	15.2	11.1	3.2	0.9	0.0	0.0	0.0	1.4	16	76.4	11	216			
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	A	89	0	1	6.7	44.4	25.6	5.6	6.7	8.9	1.1	0.0	0.0	0.0	1.1	14	91.0	5	89			
LONDON CITY	LONDON CITY	BA CITYFLYER LTD	S	D	90	0	0	0.0	34.4	25.6	14.4	17.8	5.6	2.2	0.0	0.0	0.0	0.0	20	81.3	8	91			
LONDON CITY	LONDON CITY	SWISS AIRLINES	S	A	152	0	8	4.4	46.3	28.1	7.5	5.6	3.1	0.0	0.0	0.0	0.0	5.0	9	91.2	4	159			
LONDON CITY	LONDON CITY	SWISS AIRLINES	S	D	151	0	9	0.6	20.0	43.1	13.1	9.4	8.1	0.0	0.0	0.0	0.0	5.6	17	73.6	11	159			
LUTON	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	1	5.2	32.8	24.1	8.6	8.6	10.3	1.7	5.2	1.7	0.0	1.7	40	70.7	17	58			
LUTON	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	1	0.0	11.9	47.5	15.3	10.2	8.5	3.4	1.7	0.0	0.0	1.7	28	67.2	19	58			
LUTON	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			
MANCHESTER	MANCHESTER	SWISS AIRLINES	S	A	54	0	0	0.0	44.4	37.0	3.7	7.4	7.4	0.0	0.0	0.0	0.0	0.0	11	92.6	5	54			
MANCHESTER	MANCHESTER	SWISS AIRLINES	S	D	54	0	0	0.0	1.9	53.7	24.1	11.1	9.3	0.0	0.0	0.0	0.0	0.0	22	66.7	12	54			
DURHAM TEES VALLEY	DURHAM TEES VALLEY	SWISS 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	19	1			
<b>TOTAL ZURICH</b>					<b>1712</b>	<b>0</b>	<b>45</b>	<b>3.5</b>	<b>31.5</b>	<b>35.8</b>	<b>12.6</b>	<b>8.4</b>	<b>4.8</b>	<b>0.5</b>	<b>0.2</b>	<b>0.1</b>	<b>0.0</b>	<b>2.6</b>	<b>15</b>	<b>79.0</b>	<b>10</b>	<b>1726</b>			



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: ABERDEEN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	58	0	0	6.9	34.5	25.9	6.9	8.6	12.1	0.0	5.2	0.0	0.0	0.0	29	80.9	24	47
SCHEDULED FLIGHTS(ALL ROUTES)	3780	1	202	7.2	44.3	26.7	5.4	4.7	4.0	1.9	0.6	0.1	0.0	5.1	13	84.3	10	4249
<b>AIRPORT TOTAL</b>	<b>3838</b>	<b>1</b>	<b>202</b>	<b>7.2</b>	<b>44.2</b>	<b>26.7</b>	<b>5.4</b>	<b>4.8</b>	<b>4.1</b>	<b>1.9</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>13</b>	<b>84.3</b>	<b>10</b>	<b>4296</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	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	29	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	3295	0	23	5.1	50.5	31.4	4.5	3.8	3.3	0.5	0.2	0.0	0.0	0.7	9	88.8	6	3262
<b>AIRPORT TOTAL</b>	<b>3299</b>	<b>0</b>	<b>23</b>	<b>5.1</b>	<b>50.4</b>	<b>31.4</b>	<b>4.6</b>	<b>3.8</b>	<b>3.3</b>	<b>0.5</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.7</b>	<b>9</b>	<b>88.8</b>	<b>6</b>	<b>3262</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: BELFAST INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	180	0	0	5.0	16.1	40.6	13.3	12.2	5.6	4.4	2.2	0.6	0.0	0.0	34	75.1	25	173
SCHEDULED FLIGHTS(ALL ROUTES)	3635	0	17	4.7	29.2	40.7	10.2	7.1	5.3	1.3	0.8	0.3	0.0	0.5	19	80.1	12	3561
<b>AIRPORT TOTAL</b>	<b>3815</b>	<b>0</b>	<b>17</b>	<b>4.7</b>	<b>28.5</b>	<b>40.7</b>	<b>10.3</b>	<b>7.4</b>	<b>5.3</b>	<b>1.5</b>	<b>0.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.4</b>	<b>20</b>	<b>79.9</b>	<b>13</b>	<b>3734</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: BIRMINGHAM (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	746	0	0	2.8	19.4	42.0	13.1	12.2	8.0	1.5	0.8	0.1	0.0	0.0	23	59.2	26	672
SCHEDULED FLIGHTS(ALL ROUTES)	8519	0	91	5.1	29.0	37.7	11.7	8.7	4.9	1.2	0.6	0.1	0.0	1.1	17	73.5	14	9849
<b>AIRPORT TOTAL</b>	<b>9265</b>	<b>0</b>	<b>91</b>	<b>4.9</b>	<b>28.2</b>	<b>38.0</b>	<b>11.8</b>	<b>8.9</b>	<b>5.1</b>	<b>1.2</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>72.6</b>	<b>15</b>	<b>10521</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: BOURNEMOUTH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	114	0	0	0.9	28.9	55.3	4.4	6.1	3.5	0.0	0.9	0.0	0.0	0.0	11	90.6	6	127
SCHEDULED FLIGHTS(ALL ROUTES)	298	0	2	3.7	33.0	47.3	10.0	2.0	1.7	0.0	1.3	0.3	0.0	0.7	12	89.5	10	311
<b>AIRPORT TOTAL</b>	<b>412</b>	<b>0</b>	<b>2</b>	<b>2.9</b>	<b>31.9</b>	<b>49.5</b>	<b>8.5</b>	<b>3.1</b>	<b>2.2</b>	<b>0.0</b>	<b>1.2</b>	<b>0.2</b>	<b>0.0</b>	<b>0.5</b>	<b>12</b>	<b>89.8</b>	<b>9</b>	<b>438</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: BRISTOL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	453	0	0	5.1	16.6	43.3	11.3	11.7	9.1	2.2	0.9	0.0	0.0	0.0	23	69.1	22	433
SCHEDULED FLIGHTS(ALL ROUTES)	5649	0	112	3.2	23.7	37.9	12.7	10.9	6.9	1.7	0.9	0.2	0.0	1.9	22	68.9	17	5537
<b>AIRPORT TOTAL</b>	<b>6102</b>	<b>0</b>	<b>112</b>	<b>3.4</b>	<b>23.1</b>	<b>38.3</b>	<b>12.6</b>	<b>11.0</b>	<b>7.1</b>	<b>1.7</b>	<b>0.9</b>	<b>0.2</b>	<b>0.0</b>	<b>1.8</b>	<b>22</b>	<b>68.9</b>	<b>17</b>	<b>5970</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: CARDIFF WALES (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	397	4	0	1.2	17.7	48.4	8.7	12.7	6.5	3.0	0.5	0.2	1.0	0.0	23	80.7	9	379
SCHEDULED FLIGHTS(ALL ROUTES)	1244	0	13	3.5	36.5	33.2	9.6	7.0	5.8	2.0	1.4	0.0	0.0	1.0	18	84.1	10	1234
<b>AIRPORT TOTAL</b>	<b>1641</b>	<b>4</b>	<b>13</b>	<b>3.0</b>	<b>32.0</b>	<b>36.9</b>	<b>9.4</b>	<b>8.4</b>	<b>6.0</b>	<b>2.2</b>	<b>1.1</b>	<b>0.1</b>	<b>0.2</b>	<b>0.8</b>	<b>19</b>	<b>83.3</b>	<b>10</b>	<b>1613</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: DONCASTER SHEFFIELD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	267	0	0	8.6	37.8	34.5	10.5	6.4	2.2	0.0	0.0	0.0	0.0	0.0	9	85.7	7	251
SCHEDULED FLIGHTS(ALL ROUTES)	599	0	0	6.0	39.7	39.9	7.7	4.2	2.0	0.0	0.5	0.0	0.0	0.0	8	78.2	16	681
<b>AIRPORT TOTAL</b>	<b>866</b>	<b>0</b>	<b>0</b>	<b>6.8</b>	<b>39.1</b>	<b>38.2</b>	<b>8.5</b>	<b>4.8</b>	<b>2.1</b>	<b>0.0</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8</b>	<b>80.2</b>	<b>13</b>	<b>932</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: DURHAM TEES VALLEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 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)
CHARTERED FLIGHTS(ALL ROUTES)	6	0	0	16.7	16.7	0.0	16.7	50.0	0.0	0.0	0.0	0.0	0.0	0.0	23	50.0	27	8
SCHEDULED FLIGHTS(ALL ROUTES)	299	0	11	2.3	38.7	36.8	8.7	5.2	2.6	1.9	0.3	0.0	0.0	3.5	12	81.2	11	299
<b>AIRPORT TOTAL</b>	<b>305</b>	<b>0</b>	<b>11</b>	<b>2.5</b>	<b>38.3</b>	<b>36.1</b>	<b>8.9</b>	<b>6.0</b>	<b>2.5</b>	<b>1.9</b>	<b>0.3</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>12</b>	<b>80.4</b>	<b>12</b>	<b>307</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: EAST MIDLANDS INTERNATIONAL (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	325	0	0	2.5	27.4	45.2	11.4	8.3	4.3	0.0	0.9	0.0	0.0	0.0	14	80.3	10	361
SCHEDULED FLIGHTS(ALL ROUTES)	3274	1	14	3.9	31.8	38.3	11.4	8.2	3.9	1.1	0.7	0.2	0.0	0.4	15	83.9	8	3277
<b>AIRPORT TOTAL</b>	<b>3599</b>	<b>1</b>	<b>14</b>	<b>3.8</b>	<b>31.4</b>	<b>39.0</b>	<b>11.4</b>	<b>8.2</b>	<b>4.0</b>	<b>1.0</b>	<b>0.7</b>	<b>0.1</b>	<b>0.0</b>	<b>0.4</b>	<b>15</b>	<b>83.5</b>	<b>9</b>	<b>3638</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: EDINBURGH (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	140	0	0	3.6	23.6	46.4	9.3	8.6	5.7	2.9	0.0	0.0	0.0	0.0	17	61.3	21	163
SCHEDULED FLIGHTS(ALL ROUTES)	10839	0	83	5.6	35.0	34.7	10.3	7.6	4.4	1.1	0.5	0.0	0.0	0.8	14	78.8	11	10748
<b>AIRPORT TOTAL</b>	<b>10979</b>	<b>0</b>	<b>83</b>	<b>5.6</b>	<b>34.8</b>	<b>34.9</b>	<b>10.3</b>	<b>7.6</b>	<b>4.4</b>	<b>1.1</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>14</b>	<b>78.6</b>	<b>11</b>	<b>10911</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: EXETER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	130	1	0	3.8	26.0	33.6	11.5	13.7	2.3	5.3	3.1	0.0	0.8	0.0	26	83.8	6	141
SCHEDULED FLIGHTS(ALL ROUTES)	1082	3	15	3.6	35.8	40.1	8.2	4.5	3.9	1.5	0.5	0.1	0.3	1.4	13	79.1	10	1143
<b>AIRPORT TOTAL</b>	<b>1212</b>	<b>4</b>	<b>15</b>	<b>3.7</b>	<b>34.8</b>	<b>39.4</b>	<b>8.5</b>	<b>5.5</b>	<b>3.7</b>	<b>1.9</b>	<b>0.8</b>	<b>0.1</b>	<b>0.3</b>	<b>1.2</b>	<b>14</b>	<b>79.6</b>	<b>9</b>	<b>1284</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: GATWICK (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	1223	0	27	2.2	20.0	38.2	14.7	10.9	7.4	3.3	0.7	0.6	0.0	2.2	27	71.8	16	1284
SCHEDULED FLIGHTS(ALL ROUTES)	23920	0	339	7.0	28.5	32.8	11.3	8.8	6.6	2.2	1.1	0.2	0.0	1.4	21	72.3	15	24653
<b>AIRPORT TOTAL</b>	<b>25143</b>	<b>0</b>	<b>366</b>	<b>6.8</b>	<b>28.1</b>	<b>33.1</b>	<b>11.5</b>	<b>8.9</b>	<b>6.6</b>	<b>2.3</b>	<b>1.1</b>	<b>0.2</b>	<b>0.0</b>	<b>1.4</b>	<b>22</b>	<b>72.3</b>	<b>15</b>	<b>25937</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: GLASGOW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	229	0	0	1.7	21.4	36.2	18.3	15.7	5.2	0.4	0.9	0.0	0.0	0.0	20	66.0	19	647
SCHEDULED FLIGHTS(ALL ROUTES)	7698	8	91	6.3	40.3	30.0	8.6	7.3	4.7	1.2	0.4	0.0	0.1	1.2	14	81.8	11	7490
<b>AIRPORT TOTAL</b>	<b>7927</b>	<b>8</b>	<b>91</b>	<b>6.1</b>	<b>39.8</b>	<b>30.2</b>	<b>8.8</b>	<b>7.5</b>	<b>4.7</b>	<b>1.1</b>	<b>0.4</b>	<b>0.0</b>	<b>0.1</b>	<b>1.1</b>	<b>14</b>	<b>80.6</b>	<b>11</b>	<b>8137</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: HEATHROW (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	52	0	1	5.7	28.3	34.0	9.4	9.4	7.5	0.0	3.8	0.0	0.0	1.9	24	54.9	115	51
SCHEDULED FLIGHTS(ALL ROUTES)	40840	0	481	10.4	36.2	32.0	9.3	6.3	3.5	0.8	0.3	0.1	0.0	1.2	12	81.2	11	40722
<b>AIRPORT TOTAL</b>	<b>40892</b>	<b>0</b>	<b>482</b>	<b>10.4</b>	<b>36.2</b>	<b>32.0</b>	<b>9.3</b>	<b>6.3</b>	<b>3.5</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>12</b>	<b>81.1</b>	<b>11</b>	<b>40773</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: ISLE OF MAN (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	12	0	0	8.3	25.0	16.7	41.7	8.3	0.0	0.0	0.0	0.0	0.0	0.0	13	0.0	0	0
SCHEDULED FLIGHTS(ALL ROUTES)	1216	1	37	6.4	42.1	30.9	7.1	5.2	4.2	0.5	0.6	0.0	0.1	3.0	11	0.0	0	0
<b>AIRPORT TOTAL</b>	<b>1228</b>	<b>1</b>	<b>37</b>	<b>6.4</b>	<b>41.9</b>	<b>30.7</b>	<b>7.4</b>	<b>5.2</b>	<b>4.2</b>	<b>0.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.1</b>	<b>2.9</b>	<b>11</b>	<b>0.0</b>	<b>0</b>	<b>0</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: JERSEY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	39	0	0	2.6	15.4	30.8	20.5	17.9	7.7	2.6	0.0	2.6	0.0	0.0	35	37.5	60	6
SCHEDULED FLIGHTS(ALL ROUTES)	2119	0	29	4.9	44.3	29.5	8.5	6.8	3.5	0.8	0.3	0.1	0.0	1.4	12	73.4	17	2077
<b>AIRPORT TOTAL</b>	<b>2158</b>	<b>0</b>	<b>29</b>	<b>4.8</b>	<b>43.8</b>	<b>29.5</b>	<b>8.7</b>	<b>7.0</b>	<b>3.6</b>	<b>0.8</b>	<b>0.3</b>	<b>0.1</b>	<b>0.0</b>	<b>1.3</b>	<b>13</b>	<b>73.3</b>	<b>17</b>	<b>2083</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: LEEDS BRADFORD (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	105	0	0	4.8	13.3	44.8	12.4	8.6	14.3	1.9	0.0	0.0	0.0	0.0	25	69.1	19	94
SCHEDULED FLIGHTS(ALL ROUTES)	2897	2	74	7.5	33.0	35.0	8.7	6.3	4.6	1.3	0.8	0.1	0.1	2.5	15	83.5	10	3260
<b>AIRPORT TOTAL</b>	<b>3002</b>	<b>2</b>	<b>74</b>	<b>7.4</b>	<b>32.3</b>	<b>35.3</b>	<b>8.9</b>	<b>6.4</b>	<b>5.0</b>	<b>1.3</b>	<b>0.8</b>	<b>0.1</b>	<b>0.1</b>	<b>2.4</b>	<b>15</b>	<b>83.1</b>	<b>10</b>	<b>3354</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

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

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	106	0	0	1.9	8.5	28.3	22.6	17.0	17.9	2.8	0.9	0.0	0.0	0.0	36	66.7	14	18
SCHEDULED FLIGHTS(ALL ROUTES)	3123	0	25	4.9	40.1	34.5	8.1	5.6	4.3	1.2	0.5	0.0	0.0	0.8	12	85.2	9	3293
<b>AIRPORT TOTAL</b>	<b>3229</b>	<b>0</b>	<b>25</b>	<b>4.8</b>	<b>39.0</b>	<b>34.3</b>	<b>8.6</b>	<b>5.9</b>	<b>4.8</b>	<b>1.3</b>	<b>0.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>13</b>	<b>85.1</b>	<b>9</b>	<b>3311</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: LONDON CITY (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	1	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
SCHEDULED FLIGHTS(ALL ROUTES)	6711	0	215	4.7	37.4	29.1	10.3	8.1	5.9	1.2	0.4	0.0	0.0	3.1	15	80.9	9	6693
<b>AIRPORT TOTAL</b>	<b>6712</b>	<b>0</b>	<b>215</b>	<b>4.7</b>	<b>37.3</b>	<b>29.1</b>	<b>10.3</b>	<b>8.1</b>	<b>5.9</b>	<b>1.2</b>	<b>0.4</b>	<b>0.0</b>	<b>0.0</b>	<b>3.1</b>	<b>15</b>	<b>80.9</b>	<b>9</b>	<b>6693</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: LUTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	217	0	0	1.8	7.4	35.9	23.0	16.6	9.2	2.8	2.3	0.9	0.0	0.0	40	73.6	15	428
SCHEDULED FLIGHTS(ALL ROUTES)	9225	0	114	6.5	22.2	35.2	12.5	12.0	7.3	2.1	0.9	0.1	0.0	1.2	22	76.2	13	9359
<b>AIRPORT TOTAL</b>	<b>9442</b>	<b>0</b>	<b>114</b>	<b>6.4</b>	<b>21.8</b>	<b>35.3</b>	<b>12.7</b>	<b>12.1</b>	<b>7.3</b>	<b>2.2</b>	<b>0.9</b>	<b>0.1</b>	<b>0.0</b>	<b>1.2</b>	<b>23</b>	<b>76.0</b>	<b>13</b>	<b>9787</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: MANCHESTER (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	1219	1	0	2.0	12.0	43.0	16.5	14.8	8.2	1.9	1.0	0.6	0.1	0.0	27	67.5	21	1400
SCHEDULED FLIGHTS(ALL ROUTES)	16208	4	178	5.9	29.7	37.6	10.6	8.1	5.2	1.3	0.5	0.1	0.0	1.1	16	77.9	12	16579
<b>AIRPORT TOTAL</b>	<b>17427</b>	<b>5</b>	<b>178</b>	<b>5.6</b>	<b>28.4</b>	<b>38.0</b>	<b>11.0</b>	<b>8.6</b>	<b>5.4</b>	<b>1.3</b>	<b>0.6</b>	<b>0.1</b>	<b>0.0</b>	<b>1.0</b>	<b>17</b>	<b>77.1</b>	<b>13</b>	<b>17979</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: NEWCASTLE (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	14	0	0	0.0	35.7	35.7	14.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	11	80.0	9	5
SCHEDULED FLIGHTS(ALL ROUTES)	4071	3	58	6.5	29.8	37.7	11.0	7.3	3.9	1.5	0.7	0.2	0.1	1.4	16	83.0	11	4239
<b>AIRPORT TOTAL</b>	<b>4085</b>	<b>3</b>	<b>58</b>	<b>6.5</b>	<b>29.9</b>	<b>37.7</b>	<b>11.0</b>	<b>7.3</b>	<b>3.9</b>	<b>1.5</b>	<b>0.7</b>	<b>0.2</b>	<b>0.1</b>	<b>1.4</b>	<b>16</b>	<b>83.0</b>	<b>11</b>	<b>4244</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: SOUTHAMPTON (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	6	0	0	0.0	83.3	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5	57.1	20	7
SCHEDULED FLIGHTS(ALL ROUTES)	3159	0	97	4.0	37.8	37.0	7.7	5.7	3.4	0.9	0.5	0.1	0.0	3.0	12	83.9	10	3514
<b>AIRPORT TOTAL</b>	<b>3165</b>	<b>0</b>	<b>97</b>	<b>4.0</b>	<b>37.9</b>	<b>36.9</b>	<b>7.7</b>	<b>5.7</b>	<b>3.4</b>	<b>0.9</b>	<b>0.5</b>	<b>0.1</b>	<b>0.0</b>	<b>3.0</b>	<b>12</b>	<b>83.9</b>	<b>10</b>	<b>3521</b>



CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: SOUTHEND (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
SCHEDULED FLIGHTS(ALL ROUTES)	1473	2	34	4.2	34.1	31.7	9.5	8.0	6.4	1.9	0.9	0.9	0.1	2.3	32	79.7	11	1076
<b>AIRPORT TOTAL</b>	<b>1473</b>	<b>2</b>	<b>34</b>	<b>4.2</b>	<b>34.1</b>	<b>31.7</b>	<b>9.5</b>	<b>8.0</b>	<b>6.4</b>	<b>1.9</b>	<b>0.9</b>	<b>0.9</b>	<b>0.1</b>	<b>2.3</b>	<b>32</b>	<b>79.7</b>	<b>11</b>	<b>1076</b>

CAA AIRLINE/AIRPORT REPORTING SYSTEM

ROUTE/AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2018

Reporting Airport: STANSTED (By Airport)

NUMBER OF FLIGHTS

PERCENTAGE OF FLIGHTS LATE

MAY 2017

ORIGIN/DESTINATION	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
CHARTERED FLIGHTS(ALL ROUTES)	224	0	1	0.9	10.7	49.3	14.7	14.2	6.2	2.2	0.0	1.3	0.0	0.4	28	78.8	11	259
SCHEDULED FLIGHTS(ALL ROUTES)	15493	0	361	3.5	17.3	33.8	16.4	14.8	7.6	2.4	1.6	0.5	0.0	2.3	30	80.6	11	14367
<b>AIRPORT TOTAL</b>	<b>15717</b>	<b>0</b>	<b>362</b>	<b>3.4</b>	<b>17.2</b>	<b>34.0</b>	<b>16.4</b>	<b>14.8</b>	<b>7.6</b>	<b>2.4</b>	<b>1.6</b>	<b>0.5</b>	<b>0.0</b>	<b>2.3</b>	<b>30</b>	<b>80.6</b>	<b>11</b>	<b>14626</b>